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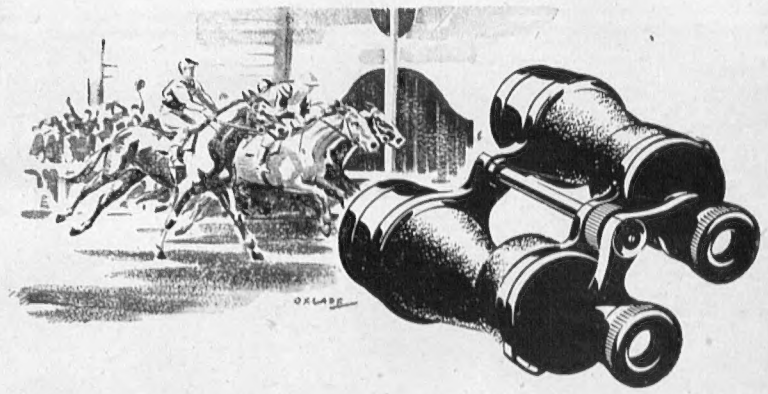

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ALL EYES ON THE QUAI D'ORSAY—MR. MOLOTOV, RUSSIA'S FOREIGN MINISTER, ARRIVING AT THE FRENCH FOREIGN MINISTRY FOR THE CONFERENCE WITH MR. BEVIN AND M. BIDAULT: The task of the "Big Three" was to discuss the Marshall scheme of economic aid for Europe, but after two days there was evidence of strong cleavages of opinion between the Soviet and the Western Powers

Last Monday it became apparent that the Soviet Union had grave objections to the British and French proposals for a unified response from Europe to the Marshall offer of economic aid. In theory the Three-Power Conference in Paris to discuss this vital matter was held in secret, but the Soviet let it be known through a news agency despatch that any all-embracing plan for Europe would infringe national sovereignties. When Mr. Bevin, who took the initiative from the outset of the Conference, Mr. Molotov and M. Bidault started their third meeting on Monday it was in an atmosphere of marked tension. The question in everyone's mind was: "Are the differences between the nations too great to be bridged?" The British and French delegations held firmly to the belief that the European countries should, in accepting the Marshall offer, also prove that they can help themselves by exchanging more freely their own products and services. It was on the second day that Mr. Molotov's opposition became apparent. Meanwhile, from Lille General de Gaulle in no wise helped matters by a forthright and ill-timed declaration of his own robust viewpoint. His ire against Russia could have done nothing to smooth the work of the Conference

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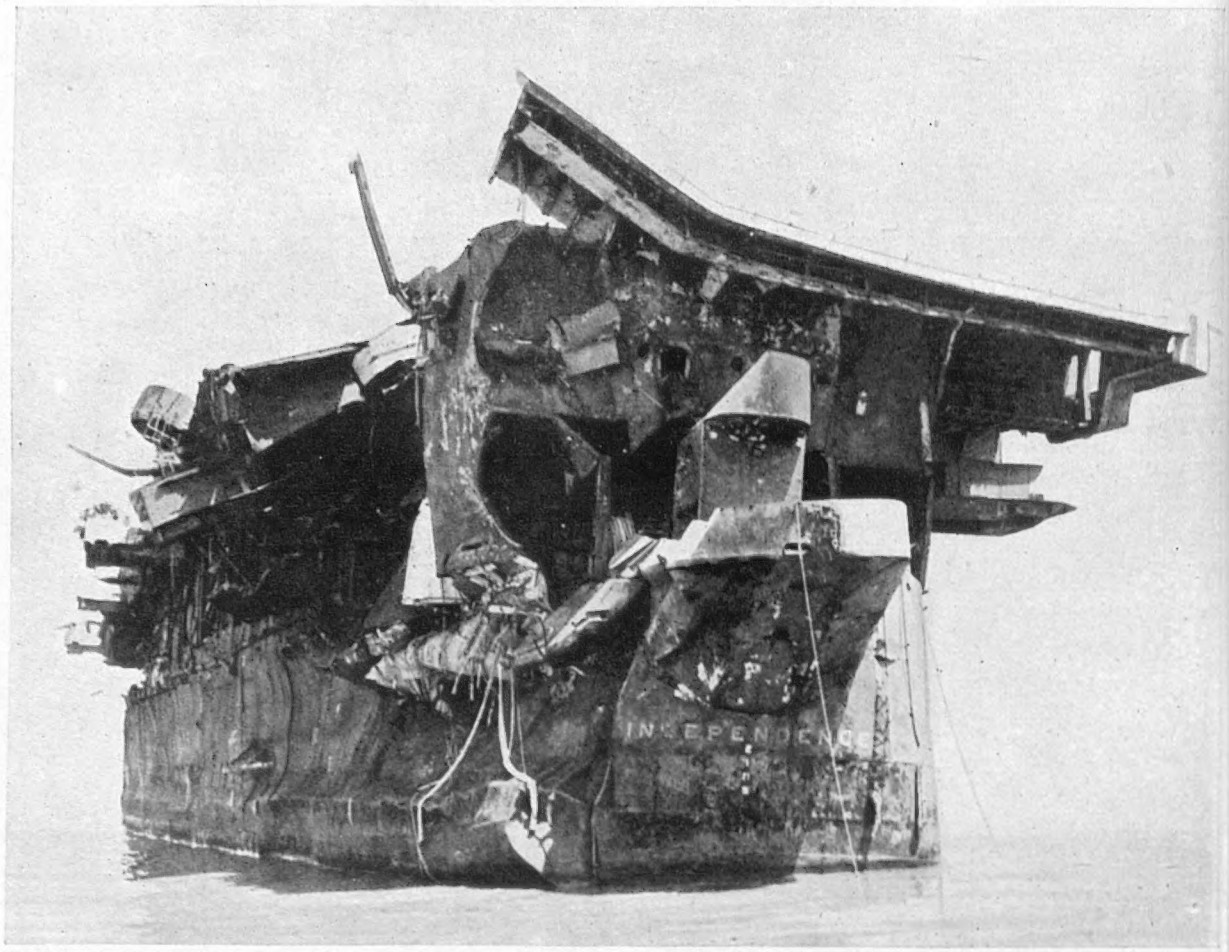
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1

Now or Never.—The Marshall plan was a plan dependent on the active co-operation of all European nations or, at any rate, of a "workable majority." It implied the condition that isolated doles were a thing of the past, and that the nations of goodwill (as defined by American Democracy) should get together, settle what they were prepared to do to resettle themselves, what sacrifices of national aims they would make, what mutual trade concessions they would offer, what postponements of their ambitions towards shorter hours, higher wages and better standards they would make, in the urgent and supreme task of getting the wheels turning once more. Then, and not till then, they could list individually the things they could not do for themselves without American dollars. It was not to be supposed that the Marshall offer was made in total ignorance of the plight of some of the most "likely" nations. America has long been pretty well informed of the economic plight of Britain, and Mr. Marshall must have foreseen that Mr. Bevin would jump to it and take the lead. But he may well be surprised to learn how very short is the time available for a European answering agreement before Britain must positively, and, if necessary, alone, begin to cut her coat to her cloth. We cannot without the clear certainty of further assistance on a grand scale defer a drastic cut in our imports *beyond this present month.* If the nations of goodwill (with or without Russia) cannot agree on an answering plan in a matter of days, not weeks or months, Britain, at any rate, must by August fall down on the existing interpretation of the Loan agreement and must cut out every non-essential import from America. The alternative to this absolutely drastic further reduction in our standard of living at home is . . . the last quick lap to irretrievable bankruptcy. We have been living on doles and hope, and practising altruism abroad and idealism at home, to the last minutes of the eleventh hour

The Hopes of Conservatism.—Mr. Eden is drawing unexpectedly large and enthusiastic audiences at his Conservative rallies all over the country. I read this news in sober journals, with other evidence of Conservative hopes of an early come-back. I am one of those who would to-day welcome a change; I am also one of those who see many difficulties in the path of the next Conservative Government, concerning which I should like guidance and comfort. I think it is broadly true that England has still by "a working majority" plumped for a very difficult political operation—to combine the best of State Socialism with the best of Capitalism—that is, to secure social justice without extinction of individual freedom and the nationalisation of certain essential industries and services without killing private enterprise and initiative. It wants an adequate standard of living and social services without crippling taxation and a tyrannical and bloated bureaucracy; to be free and unfettered in its enterprise and its movements and to be well looked after and safeguarded against sickness, old age and unemployment. The best of two not very possible worlds and, in these days of frightful shortages, moral collapse and majority bankruptcy, an ideal not easily or soon to be attained. I should say that in the past decades, the left-wing party has best grasped and put into practice the first essential of success at the polls—to be clear of *what you want,* and to go out for it. Still, as of old, I see the right-wing voters in a state of muddle-mindedness alike in things big and trivial. There are those who say "We are all nowadays Socialist in *theory*": there are



BACK FROM BIKINI AFTER THE ATOM-BOMB EXPERIMENTS: The light aircraft-carrier "Independence" returns to San Francisco for examination by scientists and naval experts. The first Bikini atom bomb was exploded on July 1 of last year. It missed the target-ship, the *Nevada,* and the 10,000-ton light aircraft-carrier *Independence* received the main shock. Every plane was swept from the flight-deck, which itself was buckled, and fires started in the stern; the nearest object to the exploding bomb. Three weeks later, on July 24, the second Bikini bomb was exploded under water and the *Independence* received further damage. Almost a year later, it was towed back to San Francisco, the first of the big ships to return

those (and they are many) who loathe interference, the tyranny and restraints of planning and bureaucracy, who vaguely long for the return of the "good old days" of go-as-you-please, without queues and inquisitions and forms; and there are those who, detesting the present interim *mess* after two years of Socialist planning, yet see ahead for a right-wing Government, such fearful obstacles to constructive resettlement through the opposition of a disappointed T.U.C. and the Communist elements in industry, and such a return to Edwardian abuses by the workless "camp followers" of Conservatism, as to dread the change and doubt the wisdom of bringing it about.

What *do* We Want?—And I confess that I share some of these doubts and ask for clarification. What *do* we want? We can dismiss the "camp followers" first; they are none the less a dead weight, and a very numerous following. They can still do an infinity of harm to the cause of Conservatism. The serious political thinker of the right wing is another matter. He wants the change, when it comes, to succeed politically, and he sees the difficulties bristling. He sees a clear pointer in America. He notes how a single effort to restore legislation to restrain labour strikes against the community is instantly countered by a large-scale coal strike. Suppose in this country a Conservative Government restored the Trades Disputes Act, or de-nationalised this or that industry or service, what would be the response of the workers concerned? In short, what is to be our policy, "when Conservatism rules," in dealing retrospectively with "business done" by the Socialists? The Socialists had it all cut and dried before 1945. The latest Conservative charter made some attempt to define the party's aims, but over too many vital issues it walked all too delicately and sketched all too vaguely. And it does seem to me that, for the right-wing politician and voter alike, no campaign can succeed until the vaguenesses in policy are forged into brass tacks, and the muddled minds are spring-cleaned and rearranged. The *party* must boldly declare that it will initiate legislation on this and that, and that it will repeal legislation on this and that; that it realises the possible consequences and is prepared to face and overcome them. And the *voter* must clear his mind of dreams and nostalgia and fill it with hard furnishings. He must define and declare, not what sweets he wants to enjoy again, but what sacrifices he is prepared to make. *Redeunt Saturnia regna?* Not on your life or in your lifetime. Socialism will never be defeated in this country by the votes of those who are vaguely discontented, vaguely nostalgic. Edwardianism is dead and the sweets of privilege are gone.

Black Diamonds.—Within a few hours of the enactment of the Toft-Hartley Labour Bill (sabotaging Mr. Truman's wiser statesmanship), one-third of America's soft-coal workers were idle. Hundreds of mines were closed in seven states. True, vacation time and the unlikelihood of the miners securing a satisfactory new contract after their vacation presupposed a longish period of idleness in the coalfields; but this measure, which is a major defeat for the President, is designed to "stop all that sort of thing," and now, ironically enough, it is the President's job to work the measure he vetoed so wisely. How can he, if he will, make it work? Coal is the world's great need, never more so. It is the life-blood of commerce, as commerce and freer trade and the movement of goods are the bones and beak of world settlement. The Marshall plan itself is built on coal. It's the same story in England, with far less excuse. Seven Lancashire pits are idle from an unofficial strike over hours; 4,000 miners were idle in South Wales only last week. No doubt, many of these are now back at work again. But a loss of 15,000 tons a day during the strikes must be reckoned with. The minimum target is vanishing or diminishing. And what the householder and industrialist have been saving is cancelled out at the pits. Even the aristocrats of labour are sabotaged by their camp followers; and, while any generalisation is foolish and to be deprecated, it is fair to say that these strikes are the inevitable result of the breeding of jealousy by favouring priority workers, and a check to the optimistic promises of what would come from nationalisation and the five-day week. The Socialist Government's ration of good luck is not yet signalled on *this* main line.

At Lord's.—In these days of *work or want* there is always the fear that some economist Kipling may cry out against "flannelled fools" at the wicket or on the tennis court or the fairway. Myself, I find that a day snatched from business and spent at Lord's is an incentive to work and a legitimate recreation—unlike the cinema and such. I am glad not to have missed the Compton-Edrich third-wicket stand, and glad to have seen those South Africans fielding as superbly and keenly, with 500 on the board, as they fielded at the start of the match. Glad, too, to have seen the perfect partnership and teamwork of the Middlesex men as they stole short runs. But, Lord, how innocent (from the pavilion!) looks the best bowling of the day compared with the pre-war offensives! How many generations of pavilion-fans have made the same remark? Certainly during the Eton-Harrow, and even during a Test Match, the pavilion at Lord's looks, and sounds, like an invulnerable Tory stronghold, a rock in an angry, changing sea. Still, as of old, you hear all round you the conversation of the Edwardians—of the prospects of the grouse-moors, of the cubbing season, of Cowes and of the Continental lidos. There is something at once superb and pathetic in this refusal to admit change or defeat. How many people *drive* grouse nowadays, and where are there to be found moors with as many as half-a-dozen coveys to be driven over the line at a drive—even if one could secure the necessary beaters, keepers and paraphernalia? And so with the hunting and the yachting and the lidos, the obstacles are so many and heavy, the realities so austere, that one can but hear with mingled tears and smiles this babbling o' green fields, so parched and brown.

THE OLD STAGER

THE KING AND QUEEN AT NORWICH—THE LORD MAYOR TENDERS THE CITY SWORD OF STATE TO HIS MAJESTY IN A CEREMONY OUTSIDE THE CITY HALL : Later in the day the King and Queen attended the centenary show of the Royal Norfolk Agricultural Association in Keswick Park. Several cattle from the Royal farms at Sandringham and Wolferton competed for prizes at the show

ROYALTY at NORWICH, WINDSOR and WESTMINSTER

Norfolk's Centenary Agricultural Show

In his response to the address of welcome from the Corporation of Norwich, the King referred to himself as a native of Norfolk and paid a tribute to the people of the countryside who had "so resolutely fought the successive disasters of blizzard and flooding." Needless to say, Norwich was thronged for the occasion, and great crowds cheered the Royal party as they drove from the City Hall to Keswick Park, where the centenary show of the Royal Norfolk Agricultural Association was held. The King was deeply interested in the livestock, and he walked over a mile around the showgrounds. In the course of his tour he saw Sandringham Normandy, a Jersey heifer which won its class and was reserve for the Blythwood Cup and championship of the show. Later the King presented cups to the winners and long-service awards to farm-workers

THE QUEEN AT A RED CROSS SERVICE : Her Majesty leaving Westminster Abbey with Lord Woolton, the chairman of the executive committee of the British Red Cross Society. Red Cross representatives from every county in England and Wales and also representatives from the Dominions, were present

THE PRINCESSES ATTEND THE ROYAL WINDSOR SHOW : Princess Elizabeth and Princess Margaret watching the parade with the Duke and Duchess of Beaufort. The show was held in the grounds near Windsor Castle

REVIVING AN ANCIENT ORDER OF CHIVALRY—THE DUKE OF GLOUCESTER OFFICIATES AT THE RECONSTITUTION OF THE PRIORY OF SCOTLAND OF THE VENERABLE ORDER OF THE HOSPITAL OF ST. JOHN OF JERUSALEM: The ceremonies took place at Holyrood, and (*on left*) the procession is seen leaving the chapel after the devotional part of the programme. *Right*—The Duke, representing the King and wearing the robes of Grand Prior, walking in the procession behind the Sword of State. The ceremony of reconstituting the Order in Scotland—Britain's oldest order of chivalry—took place in the Throne Room of the Palace of Holyrood, and it started with Lord Lyon King-of-Arms presenting to the Grand Prior the documents matriculating the arms and bearings of the Order, which is now meeting in Scotland for the first time since it was suppressed in the reign of Mary Queen of Scots. The climax of the ceremony was the installation by the Grand Prior of Major the Earl of Lindsay as the Prior of the Priory in Scotland

PAGEANTRY and TRADITION

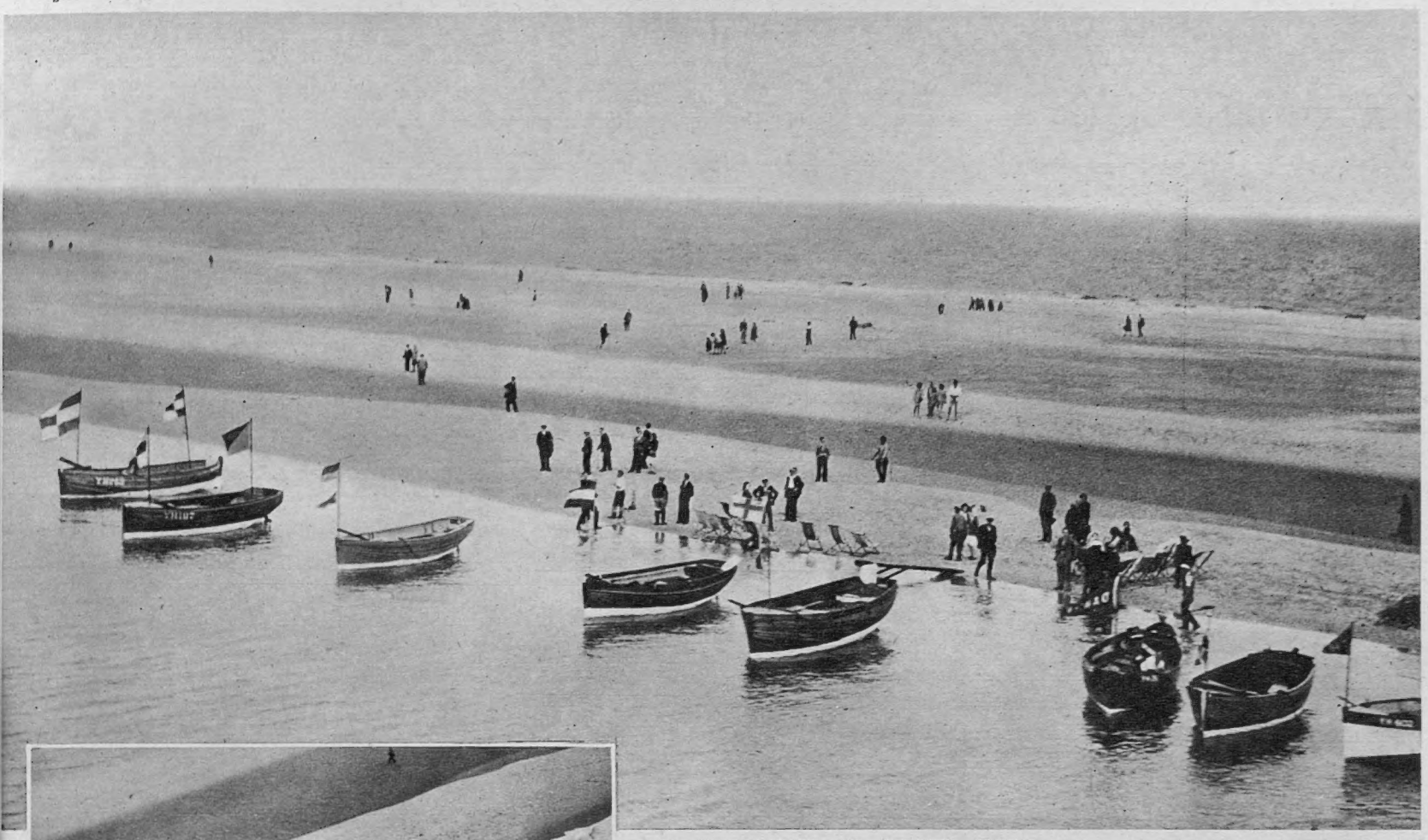
Reflected in Three Recent Ceremonies in London and Edinburgh

THE LORD MAYOR OF LONDON RECEIVES A FRESHLY-PLUCKED ENGLISH ROSE: Sir Bracewell Smith taking the famous "quit rose" from Captain Sir Hamilton Benn and Sir Francis Whitmore. The ceremony, deeply rooted in London history, is carried out annually as a token fine

On left—The annual ceremony of the Quit Rose had its origin in 1381 when the London City Fathers asserted their authority over a popular hero of the day, Sir Robert Knollys, by ordering that this veteran of the Battle of Crecy, who had offended against their by-laws by building an awkward addition to his house in the then-fashionable Seething Lane, should pay an annual fine of a freshly-plucked English rose. Heads of the family have continued, with interruptions, to pay the fine ever since. This year's rose was taken from Sir Francis Whitmore's celebrated Orsett rose garden

Below—Although in 1911 and again in 1917 the late Dr. Winnington Ingram summoned his clergy to a visitation at St. Paul's Cathedral, it is more than fifty years since a Bishop of London toured his diocese for the purpose of a visitation. On the present tour Dr. Wand is meeting all the clergy of the 600 parishes in his charge. He is visiting eleven churches, three in the archdeaconry of London and four each in the archdeaconries of Middlesex and Hampstead. Since his installation, the Bishop has done a great deal for clergymen in the diocese of London, and in his recent presidential address at the London Diocesan Conference he declared that it was hoped before the end of the year to obtain a minimum stipend for all of £500 per year

THE BISHOP OF LONDON BEGINS HIS TOUR OF THE DIOCESE—MEETING THE CLERGY AND OFFICIALS OF THE 600 PARISHES IN HIS CHARGE: *Left*—The Bishop passing in procession through St. Botolph's Churchyard, Bishopsgate, and (*right*) addressing the clergy from a dais erected in the churchyard. This visitation belongs to a tradition nearly as old as the Christian Church. The visitation, which began at St. Botolph's, will continue through the greater part of this month. On July 19 the Bishop will attend parish churches in the archdeaconries of Middlesex and Hampstead



WITH THEIR OWN DECK-CHAIRS ON THE SCROBY SANDS : The party of trippers landed by boatmen from Yarmouth. Two hundred strong, the visitors stayed on the sandbank for an hour

THE RECONQUEST OF SCROBY SANDS, THREE MILES OFF YARMOUTH, BY LOCAL BOATMEN in defiance of the Ministry of Transport, who want to discourage the practice of taking trippers to what they call an unsafe tidal sandbank

For forty years the boatmen of Yarmouth have been landing trippers on the Scroby Sands, three miles out to sea. Now the Ministry of Transport have suggested to the Corporation that they should discourage the practice of taking holiday-makers to what they describe as a "tidal sandbank" and which they declare to be unsafe. To prove that the Ministry are wrong, a few days ago the boatmen massed for a defiant trip to the Sands : members of working men's clubs, local cricketers and visitors to the holiday resort, 200 strong and all guests of the boatmen, went out to the wreck-dotted sandbank where the small craft were piloted into a tiny natural harbour where (say the boatmen) an accident has yet to occur. For an hour the guests disported themselves on the sands, making use of deck-chairs brought over in the boats. Then they left—without a single casualty. Now the Mayor and Corporation are to be invited by the president of the local Boatmen's Association "to see for themselves."

ON THE EDGE OF THE SEA

Two Adventurous Expeditions — at Yarmouth and in Morecambe Bay

On left—**FOLLOWING THE PATH OF A KING : A mass walk across the sands of Morecambe Bay to Grange-over-Sands**

Morecambe Bay is an extensive inlet on the coast of Lancashire and Westmorland : it extends inland seventeen miles and measures ten miles in breadth. Several small rivers empty into the bay, and at high tide a bore runs up the river estuaries : at low water much of the area is exposed, showing the bare sand which forms the bed of the bay. At such times the rivers form narrow channels through the sand which, however, constantly change.

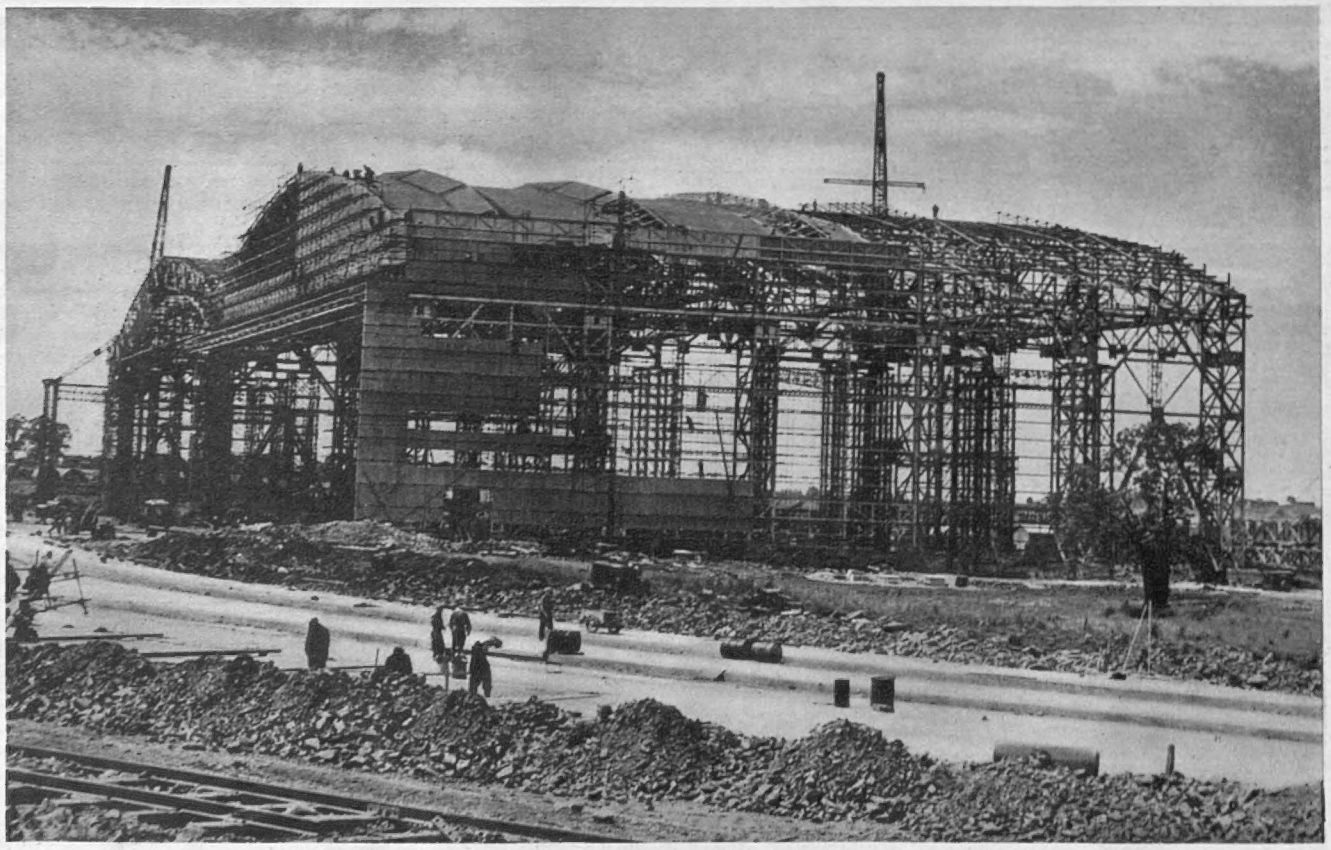
In the fourteenth century Robert the Bruce succeeded in leading his army against England by this route : but since that time no other mass effort to cross the sands has been attempted.

A few days ago, however, over 200 members of various youth clubs gathered at Morecambe and joined in a mass walk across the dangerous estuary and mudbanks at low tide. An expert guide accompanied the party and conducted them across the sands and river channels : at one of the latter the ramblers were thigh-deep in water. But all enjoyed the adventure organised by the Morecambe Rotary Club, and there were no casualties.

The route comprised a distance of nine miles. Our picture was taken near the end of the journey, as the party was approaching Grange-over-Sands.

b

A GENERAL VIEW OF THE HUGE BRABAZON I LAND PLANE UNDER CONSTRUCTION IN THE WORKSHOPS OF THE BRISTOL AEROPLANE COMPANY AT FILTON: The giant fuselage and centre sections of the wings are supported by cradles and scaffolding, while in the foreground one of the massive outer wings is seen being erected. The aircraft is being built up in sections. It will be flown from a specially-constructed runway 2,750 yards long and 100 yards wide



THE THREE-BAY ASSEMBLY HALL WHICH IS BEING SPECIALLY BUILT FOR THE FINAL ASSEMBLING AND HOUSING OF BRITAIN'S GIANT PLANE NOW UNDER CONSTRUCTION AT FILTON: The tremendous size of this one hangar gives some idea of the dimensions of the new Brabazon I. The hangar alone is costing £1,500,000 to erect

THE NEWEST PICTURES OF BRITAIN'S AERIAL GIANT AT BRISTOL

During recent months our readers have been kept acquainted with the progress on the huge *Brabazon I* at Filton. Here are two of the latest pictures to reach this office from Bristol.

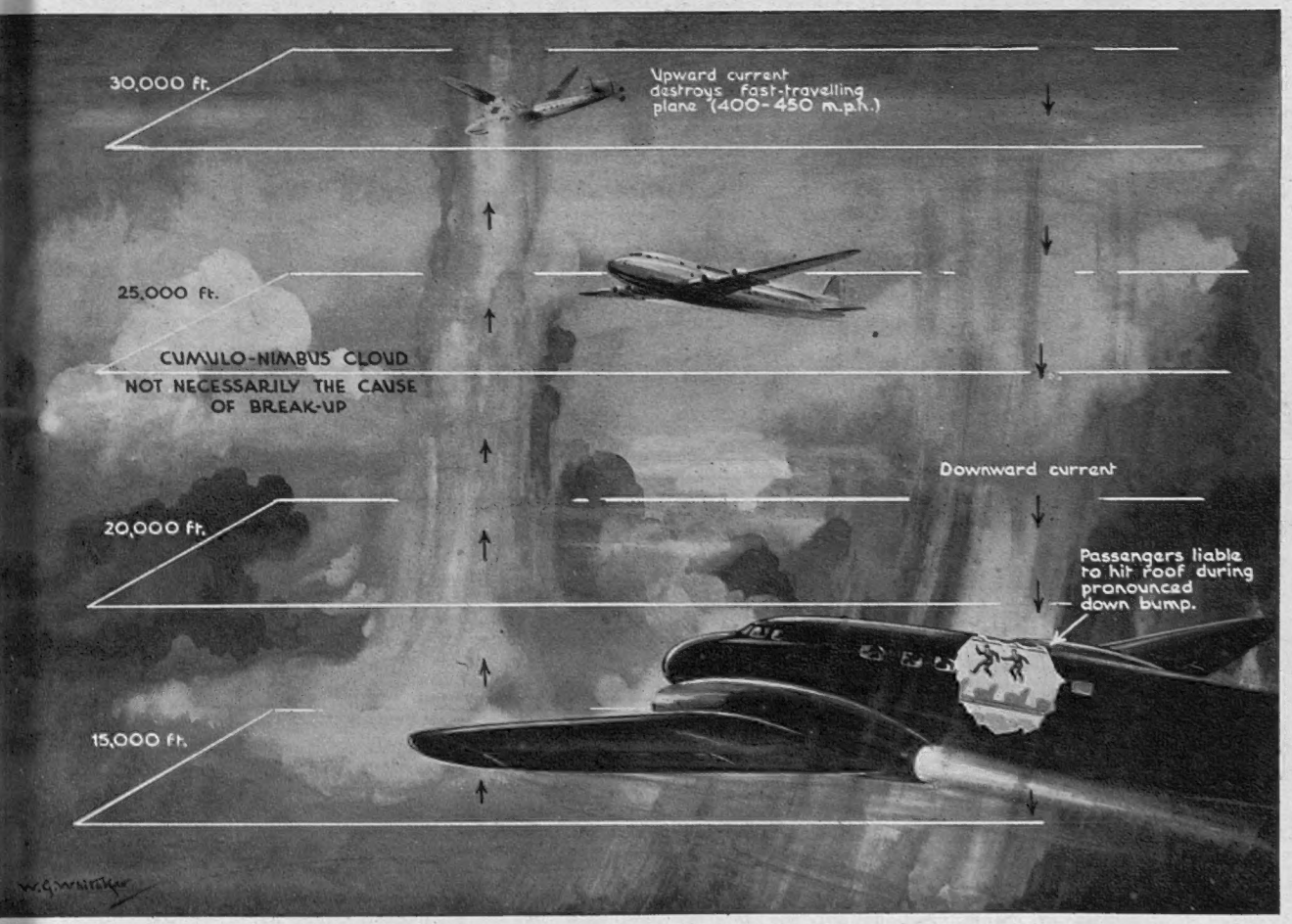
The giant aircraft will be ready for transfer to its specially-built assembly hangar in late September or early October: when the moment for its launching comes, it will fly from a special runway for which a complete village had to be demolished and which has cost £2,000,000 to build.

The wing-span of the *Brabazon* is 230 ft.—30 ft. longer than the centre span of the Tower Bridge! The aircraft is to be powered with eight Centaurus gas-turbines each of 2,500 horse-power. She will fly "above the weather" at a height of 35,000 ft. and at a cruising speed of 350 miles between London and New York, taking 100 passengers on each journey.

THE AMERICAN "SHOOTING STAR," WHICH HAS SET UP A NEW AIR-SPEED RECORD: The plane is shown in this picture crossing the course at a height of just over 50 ft. above the desert at Muroc, California, on June 19. The figures in the foreground are distorted by the fast-swinging camera as it focused on the swiftly-moving aircraft

A new record was set up on June 19 by a modified Lockheed flown by Colonel Albert Boyd, chief of the U.S. Flight Test Division. This aircraft has a specially-built jet engine. It put up an average of 623·8 miles per hour in four runs: details of these showed individual speeds of 617·1, 614·7, 632·5 and 630·5 m.p.h. The previous record was 616 m.p.h. achieved by Group Captain E. M. Donaldson, of the R.A.F., in September last. Since the announcement of the American flight, it has been stated that there will not be a British attempt to recapture the record just yet. This is the first time that the record has returned to the United States for twenty-four years

THE NEW VICKERS-SUPERMARINE "ATTACKER"—a single-seater fighter aircraft which is powered by a Rolls-Royce jet engine. When the time comes to wrest the speed record from America, this is the aircraft which may be employed for the task. The *Attacker* has an armoured and pressurised cockpit: in an emergency the pilot can eject himself by means of a cordite-operated jack (a British invention which has also been adopted for certain types of American planes). The engine is installed amidships. The *Attacker*, which has been dismantled, is now undergoing trials at Boscombe Down



SOME OF THE PERILS WHICH BESET THE FAST-FLYING AIRCRAFT OF THE FUTURE: The upward and downward currents which (contrary to previously-held opinions) can sometimes break up an aircraft even when flying at what has hitherto been thought to be "above the weather" conditions at great heights (See note at right)—*Drawing by W. G. Whitaker*

DANGERS OF HIGH-SPEED FLYING

Speeds of 400 m.p.h. and more will soon be attained in commercial air transport and, with the higher speeds, new problems will arise if safety is to be ensured. Already an American prototype air-liner is said to have a cruising speed of 400 m.p.h. and, in this country, a jet air-liner is under construction which may cruise at 450 m.p.h. At 400 m.p.h. and more there is a serious danger in violent vertical gusts, and to investigate this new problem a Government committee has been formed. Air Vice-Marshal Basil Embry is the chairman, and the committee will have the assistance of the research department of the Royal Aircraft Establishment at Farnborough. A Spitfire and a fast, jet-driven Lancastrian will be fitted with apparatus for measuring vertical accelerations and stresses at high speeds and at heights up to 35,000 ft. At present, no method has been found to detect or predict these gusts. They are invisible and they have been known to break up a plane in the air. It may be that an entirely new and stronger construction of the air-frame is necessary. A further known fact is that the gusts are present at 30,000 ft. and more, so that climbing "above the weather" is not a safeguard. At one time, it was thought that the gusts were caused by cumulo-nimbus clouds, which can be detected by the latest British radar equipment. But it is not certain that this is the only cause, and further research is essential before fast aircraft can be put into regular passenger service

THE GROWTH OF THE ARAB LEAGUE

Will Turkey Support the Aspirations of King Farouk?

By FERDINAND TUOHY

THE visit of King Farouk of Egypt to President Ismet of Turkey is more than the courtesy call of one Muslim ruler upon a second. It is a long-overdue gamble by the energetic and ambitious young sovereign in Cairo. On Ankara days will depend the answer to the question: How far is Turkey prepared to share the aspirations of the Arab League, even support its general political offensive now being waged under Egyptian guidance?

Taken beside the recent acquisition of the legendary Abd el Krim and the precipitate wooing of Karachi's future Mr. Jinnah by King Ibn Saud, the Turkish visit marks a high point in the mounting Arab nationalism led by Farouk in person. (It is hard to believe that a dozen years ago this balding and burly monarch was a Wimbledon schoolboy.)

The Turks have hitherto looked with jaundiced eyes on King Farouk's efforts to rear himself to the headship of Islam. It was too much like stepping into their shoes, gracelessly so.

For how many centuries had the Sultan, the Commander of the Faithful, held undisputed sway in the world of Islam, even penetrating to India, as the Aga Khan's submission to the Caliphate showed. This widespread Turkish suzerainty or spiritual leadership began to dissolve in Tripoli in 1911, and Mustapha Kemal himself put the final touch to it thirteen years later by exiling the shrunken figure of the last Caliph, Abdul Medjid II.

I remember the gentleman well, fezzed, grey-bearded, morning-coated, monocled and spatted in the Montreux Palace Hotel, and "broke" there, too, with four wives, some children and a retinue to pay for. My American paper eased that situation in return for the ex-Caliph giving me the story of his (artistic) life, some drawings of the mountains opposite, and a self-composed hymn, "Allah Advance!" But (to come back on the path) to what extent will Farouk's unquestioned success from Fez to Bagdad, and Mecca to Aleppo, shake the Turks out of their umbrage?

It will take a good deal of charm and persuasion to wean them from their Western proclivities and dollar dependence. I cannot believe that much more than a sympathising formula will emanate. Yet Farouk has a big success story to tell, and Turkey is in too tender a spot to reject a hand that represents tens of millions of brethren in Islam.

King Farouk's activities, which are currently reaching fever pitch, may be said to have begun before the birth of the Arab League in late 1944. The first notch was undoubtedly the luring of prestige-laden old Ibn Saud to a meeting on a basis of complete equality. That took some luring, but nothing could be expected unless Saudi Arabia and the Yemen were satisfactorily lined up, and with them the holy cities of Mecca and Medina. Great were Egyptian obeisance and festivity when the trick was turned.

Next into the fold followed Syria, which was pretty well handed over on a salver as a result of mutually damaging Franco-British squabbling (mild term). Not long afterwards the Palestinian Arabs answered the siren call of the League which had by this time been constituted in Cairo. But Transjordan remained outside, and still is.

However, valuable progress was made in other directions. An unmandated Iraq threw in its lot with Cairo, and that Bagdad's sentiments continue unaltered was evidenced when Premier Saleh Jabr sent a warm message of congratulation to Abd el Krim. A largely Muslim Iran did not go so far as to join the League, but there Farouk came to the rescue. The Queens of Egypt and Iran are sisters, and the circumstance was turned to account in an Iran State Visit to Egypt, when great were the festivities in Cairo and Alexandria.

Farouk has a way with monarchs as well as a use for them. A subsequent royal "catch" was Sultan Sidi Mahomed of Morocco, who blotted his copybook badly with the French by going expressly to Tangier to say that he and his countrymen embraced the Arab League. One need not even be regnant to attract Farouk's attention. One may even be white and non-regnant and still see the doors of Abdin Palace flung open. The rejected sovereigns of Italy, Yugoslavia, Greece and Albania signed the Golden Book and all save one still enjoy Egyptian hospitality.

Farouk is even favoured by death, for King Paul of Greece spent the war in Cairo. But the thing to remember is that the four kingly exiles came from those countries nearest to Egypt on the European side of the Mediterranean. In other words, if there is ever a swing-back of regime, Farouk can be sure of many friends across the water. He no doubt reckoned, for example, that ten million Italians voted monarchist. Farouk's father was very pro-Italian, and it is not difficult to trace a distinct Fascist strain in the family.

About a year ago the King passed to a series of "catches" which has not stopped yet and leaves princes far behind. Officially it is the Arab League that does these things, but everyone on the spot knows whose driving force is at work. A great catch was the ex-Mufti, smuggled from Paris by air. This red-headed rabble-rouser may have been one of Goebbels' top-notchers; he remains free, having claimed the sanctuary of Islam. To-day a former Goebbels top-notcher not only heads the Arab League but defies U.N.O. and all its works in Asia Minor.

Then along came Fawzi, another red-head, another Goebbels "find." Fawzi is the Syrian end of the League, and lives at Damascus with his German wife. But he gets to Cairo now and then, though by safer means than the air, having once escaped by seconds at Lydda. After Fawzi King Farouk turned eyes left and netted the Tunisian Nationalist leader, Habib Bourgiba, and his Moroccan opposite number, Allal Elfasi.

The name of the Algerian leader in Cairo escapes me, but the natives of all three French possessions are openly in union with the Arab League, and agree with Krim's salute to Farouk as "The Great Defender of Arabism and Islam." The leader in Spanish Morocco, Abdel Torres, has not yet managed to get to Cairo. Nor, for that matter, has Rashid Ali. But with Rashid it's different; he's enjoying the protection of Ibn Saud.

Mr. St. John Philby reckons there are 250,000,000 Muslims in the world. If all the lands I have named united their populations under the green of the Arab League, the aggregate could not fall far short of 150,000,000.

Without Pakistan and Turkey, the line-up would still be formidable, for, of course, it shows a poor sense of things to say that the Arab League "hardly possesses a tank." Those who have embraced the League know quite well where they come in, straddling, as they do, the crucial Middle East bubbling with oil, meeting-place of East and West. They know that the weight which they can bring to bear for or against Russia, for or against the Anglo-Americans, goes far beyond what is complacently dismissed as "nuisance value."

Perhaps I erred in using that word "green," which suggests a crusade under the holy banner of Islam. It would be a mistake to imagine that this uprising of Arab consciousness has much in common with a religious revival, such as lay behind the eighth-century creation of a great Arab Empire, and in lesser degree impelled Mehemet Ali's Egyptian expansion early last century—Farouk, by the way, descends directly from this Albanian. No. This uprising is bathed with a cool cynicism and materialism. The Arab chiefs are catching their opportunities from the antagonisms and weaknesses of all foreigners.

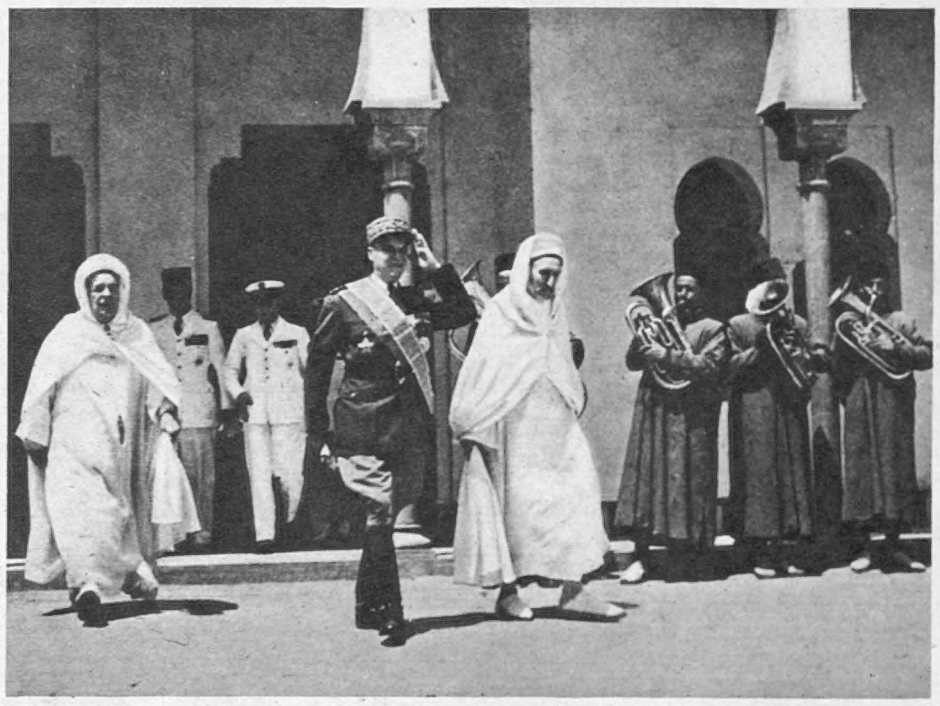
The offensive in progress is at once friendly and hostile. Nothing could be more friendly than the approaches to Ismet and Jinnah, and nothing could be less friendly than some of the approaches to Britain and France in particular. You only have to show weakness, to be turned on by the Arabs. France showed such weakness in 1940 and after that it is hard to see how she can ever hope to recover the respect necessary to rule Arab stock. We, for our part, are not considered a first-class Power any longer, no matter how much we may act as if we were. Leaving India and Egypt, and vacillation in Palestine, spoke the contrary in Arab ears.

So we see the Arab League provoking the French in Tunis and over Krim, and doing the same *vis-à-vis* ourselves in the Sudan and over the Egyptian Treaty. A measure of flouting of the United States may be discerned in the League's boycott of U.N.O. in Palestine. In fact, so far Russia is the only big one that hasn't been flouted or provoked by the League, perhaps because the Arabs haven't made up their minds. Yet they should, for Soviet policy is clear enough.

There is a good deal of Communism in and out of all these Arabs, especially those strung out from Morocco to Syria. Krim says the Communists will have to be fought in Morocco, but what reliance can be placed on such an utterance? Still, King Farouk's political regime does approximate much more closely to Fascism than to Communism, and this leaves out of account the advertised violent clashing of Islam with the Communist faith.

Cairo itself is said to be as drunk with Nationalism as ever was any city of Mussolini's. It has become so drunk that many wealthy foreigners are uprooting their businesses and betaking themselves to other parts of Africa. They don't like being sat upon by exalted Egyptians, and no wonder.

Cairo has come to pitching its menaces of war in too strident a key. Its propaganda is more firmly rooted when it quotes from the Atlantic Charter, when the various "Voices" from Cairo broadcast how the victorious Allies explicitly undertook to give self-government to all who substantiated their claims. But we may expect the present chorus of war-cries and defiance to rise in shrillness as Arabism barges in on each fresh situation within a thousand miles of Suez. King Farouk should positively outdo Toscanini when the disposal of the former Italian colonies comes up for settlement.



THE NEW FRENCH RESIDENT-GENERAL IN MOROCCO VISITS THE SULTAN: General Juin receives a fanfare on his arrival at the Royal Palace at Rabat. France has already been provoked by the official sanctuary granted to Abd el Krim by King Farouk. Morocco, too, is causing concern. Sultan Sidi Mahomed recently visited Tangier and stated that he and his countrymen embraced the Arab League. The ramifications of the spread of Arabism and the great part played in it by King Farouk are discussed on this page

THE FOUR SONS OF ABD EL KRIM: They were in Western dress when they welcomed their father in Cairo after his twenty years' exile on the island of Réunion. The Riff leader was released from exile on Réunion Island by the French authorities on the undertaking that he would remain in France. But he left the ship at Port Said and made his way to Cairo, where he stayed as a guest of King Farouk, who has granted him sanctuary in Egypt, as he also recently did to the ex-Mufti

THE DEDICATION SERVICE ON THE BELL HARRY TOWER AT CANTERBURY: The impressive scene as the Dean (Dr. Hewlett Johnson) and his two daughters laid the last stone of the restoration work at the top of the 230-ft.-high tower

FROM THE CATHEDRAL CITY of CANTERBURY

The Canterbury Festival of Music and Drama, recently concluded in the Cathedral city, was the first held there since 1939. The city was badly damaged during the war as a result of bombing: during the Festival the Dean, Dr. Hewlett Johnson, laid the last stone to complete the restoration work carried out on the famous Bell Harry Tower with funds raised by the Friends of Canterbury Cathedral. The last time such a service was held was in 1903, when Archbishop Davidson laid the final stone to complete the previous restoration work. The Dean was accompanied by his two daughters: on the tower were the Cathedral choir and buglers of the Buffs, who sounded fanfares. Below, in the Cathedral precincts, were a number of German prisoners who watched the scene with interest

THE DEAN OF CANTERBURY SHOWS HIS TWO DAUGHTERS, KEZIAH AND KEREN, THE WAY TO THE TOP OF THE BELL HARRY TOWER for the dedication ceremony. The last time a similar service was held was in 1903

THE ORGAN OF CANTERBURY CATHEDRAL IS HEARD AGAIN for the first time since it was damaged in 1941. It accompanied a special recital of church music—"The Festival of the Singing Church," here seen in progress on the opening day of the Canterbury Festival

IN THE CATHEDRAL CLOISTERS BEFORE THE PRESENTATION IN THE CHAPTER HOUSE OF THE PLAY IN VERSE, "PEASANTS' PRIEST": Bernard Miles is John Ball, the Priest; Josephine Wilson is the Black Princess; and Neil North is the Boy King, Richard II. The Festival of Music and Drama at Canterbury was opened with a play in verse performed by the Pilgrim Players in the Chapter House: this had been commissioned by the Friends of Canterbury Cathedral from Laurie Lee, and was a chronicle of the part played by the priest, John Ball, in the Serfs' Revolt of 1381. The Pilgrim Players were founded in 1939 by F. Martin Browne, who produced this year's play. Augmenting the actors were boys from the historic King's School and soldiers from the Canterbury depot of the Buffs

DULWICH PICTURE GALLERY TO-DAY: THE MAIN CENTRE LINE OF THE OLD GALLERIES CAN BE SEEN ABOVE THE LONG WALL. The latter was badly damaged propped up with timbering in the centre. Built in 1817 by Soane, the Gallery was hit by a flying bomb: the date of its restoration is still uncerta housed in the Gallery were recently exhibited in the National Gallery before going on to Leeds: several of them have been cleaned and a number of them re-attributed. Be

TWO VIEWS OF DULWICH VILLAGE, SHOWING THE ESSENTIALLY RUSTIC AND EARLY-VICTORIAN ASPECT OF THIS FAMOUS SPOT: On the *left* is Mr. Salkeld's print sh It and its accompanying pantiled cottages are in the centre of the village facing the Greyhound Hotel. On the *right* is the Crown and Greyhound, with t village post office in the middle distance. The tree-lined roadway is typical of this charming suburb of the great city

A ROW OF EIGHTEENTH-CENTURY HOUSES IN THE VILLAGE, well-kept and trim, creeper-clad and set amidst a great profusion of leafy trees

A DELIGHTFUL DORMERED RESIDENCE: MARLOWE HOUSE, which is typical of muc of the residential architecture of Dulwich Village

At the National Gallery in Trafalgar Square last month there was a private view of a group of pictures from the famous Dulwich College Picture Gallery. This followed on letters to *The Times* and a leading article, in which British art-lovers were reminded of the long and interesting history of what has always been an oasis of taste and culture in Outer London. *The Times* leader concluded by saying that "not too long a time must pass before these pictures return home to that quiet, leafy corner of London which is Dulwich": A SPHERE photographer was commissioned to pay a special visit there, to see exactly how matters stood at the famous Gallery. The results are shown in the pictures reproduced above. To reach the Gallery from the City, the visitor has to traverse the entire length of the old-world Village from north-west to south-east. On the south side of the road are the tile-roofed cottages and village shops: on the other side are the white-porched houses of Queen Anne and Georgian days—some of them creeper-clad, all embowered among spreading trees. Farther on are the College and Picture Gallery. The old "Alleyns College of God's Gift" and almshouses did not escape the effects of bombing but they escaped more lightly than the Gallery, parts of which were destroyed, as the two large pictures at the top of these pages show. Before the war there were 400 pictures in the Gallery built by Soane in 1817: fifty-four of them were shown at the National Gallery before going to the Leeds Municipal Gallery.

When the Dulwich buildings are rebuilt at some time in the future these pictures will once again return to their authentic home.

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SEÑORA PÉRON ON TOUR IN SPAIN: Shaking hands with the veterans of the siege of the Alcazar at Toledo during her recent visit to that city

SEÑORA PÉRON WITH GENERAL FRANCO during the celebrations of the Festival of the Virgin of Paloma in Madrid: Señora Péron, wife of the Argentine President, has enjoyed a wonderful triumph during her tour of Spain. Everywhere she has displayed her many dresses and hats, and everywhere she has been acclaimed by the Spanish populace. After a visit to Italy, she is due to come to England

DEMONSTRATORS CLASH WITH THE POLICE IN PARIS during the riots against the Ramadier Government: Huge crowds of workers, mostly from the Renault plants, demonstrated outside the Chamber of Deputies in Paris on June 23 when the Premier, Paul Ramadier, was due to present the new financial programme, which includes several price-raises. When one party was confronted by a cordon of police, they broke through it into the space before the Chamber. Here the demonstrators are seen in conflict with the police as they broke through the cordon

THE AMERICAN LOAN TO GREECE AGREEMENT IS SIGNED IN ATHENS: Agreement between the United States of America and Greece for a 300,000,000-dollar loan was signed on June 20 in the office of Foreign Minister Constantine Tsaldaris at Athens. Tsaldaris signed for Greece and U.S. Ambassador Lincoln MacVeagh signed for America. Here the latter is seen actually signing the Agreement whilst M. Tsaldaris (on right) looks on. The man leaning over the U.S. Ambassador is John Cambiotis, the Greek Foreign Minister's secretary

A FAMOUS AMERICAN BATTLESHIP IS PUT INTO RETIREMENT: The U.S.S. "North Carolina" passes down the river to Bayonne, New Jersey. The early-morning sun striking through the smoke and river mist lends drama to the retirement of this mighty warrior of the sea, the battleship *North Carolina*, which did such good service battering the enemy in the late war. The big capital ship, the only new U.S. battleship at the time of Pearl Harbour, was on her way to retirement when this photograph was made from the Manhattan Bridge. The ship was being nosed down the East River and under the Brooklyn Bridge by a fleet of tugs on her way to Bayonne, New Jersey, where she will be preserved as part of the "Mothball Fleet." All her guns have been covered by the new plastic method of insulation against deterioration and rust

FOOTBALL IS A SERIOUS MATTER IN THE ARGENTINE: The police have to intervene between players and rioters during a match at La Plata. At La Plata recently, a football match took place between the River Plate Club, one of the best-known in Buenos Aires, and the local club, the Estudiantes. The local team were losing, and their supporters (who were in the majority) disagreed with the decision of the referee, due to his supposed favouritism of the Buenos Aires team. All kinds of missiles were thrown on to the pitch, after which the mob-sympathisers of the local team invaded it and attacked the referee and the River Plate team, some of whom received injuries. Police had to intervene, and used tear-gas on the crowds, whilst firemen used their hoses. More like a battlefield than a football-field, this striking scene shows how the firemen and police had to clear the ground of aggressors. Some of the players can be seen on the left

TENNIS ATTITUDES at WIMBLEDON

J. KRAMER NO. 1 SEEDED PLAYER AND FAVOURITE FOR THE MEN'S SINGLES : Unexpectedly defeated last year (although playing with a blistered hand) by J. Drobny, Kramer had previously beaten two of the seeded Australian players, John Bromwich and Dinny Pails, in the Davis Cup last December

Y. PETRA, LAST YEAR'S WINNER, WHO SERVED THE FIRST BALL ON THE CENTRE COURT ON THE OPENING DAY OF THE WIMBLEDON CHAMPIONSHIPS. He was playing D. W. Butler, whom he defeated in three straight sets. The Frenchman did not have things entirely his own way

T. BROWN BEGINS WITH A HARD FIGHT : The American player who was seeded No. 3, played the unseeded South African, E. W. Sturgess, on the opening day. In an uneven game, Sturgess took him to five sets. Brown was again taken to five sets by C. Long of Australia in the fourth round

J. DROBNY, WHO BEAT KRAMER LAST YEAR : The hard-hitting, bespectacled, left-handed Czech player was this year seeded No. 6

O. W. SIDWELL, BEATEN BY B. PATTY IN THE FIRST ROUND OF THE SINGLES : He had his revenge in the first-round men's doubles

D. R. PAILS LOST ONLY TWENTY-TWO GAMES IN THE FIRST FOUR ROUNDS : Australia's second best was seeded No. 4

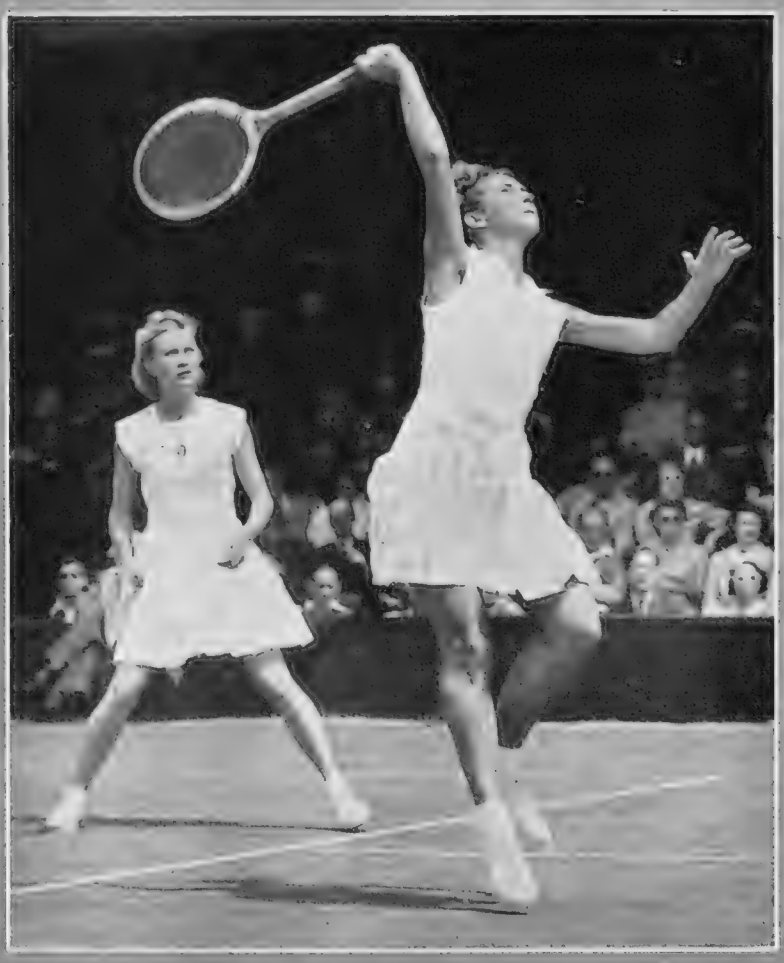
H. REDL, THE ONE-ARMED AUSTRIAN PLAYER, WHO GOT THROUGH TO THE FOURTH ROUND : Redl lost an arm fighting against the Russians

MRS. P. C. TODD HITS HARD IN HER MATCH AGAINST THE FORMER SEÑORITA LIZANA : American women were seeded in the first four places of the women's singles this year. Mrs. P. C. Todd was No. 4 with Miss M. Osborne, No. 1, Miss L. Brough, No. 2, and Miss D. Hart, No. 3

MRS. M. MENZIES, THE FORMER KAY STAMMERS, PLAYING IN THE WOMEN'S DOUBLES : Seeded No. 6 with Mrs. E. W. A. Bostock, No. 8, she was one of the two British players to attain that honour this year. Behind her is Mrs. N. W. Blair, with whom she beat Mrs. D. R. Bocquet and Mrs. Pool

MISS S. KORMOCZY, A HUNGARIAN PLAYER, IN THE WOMEN'S SINGLES : She fell in the first round to Mrs. E. W. A. Bostock, seeded No. 8

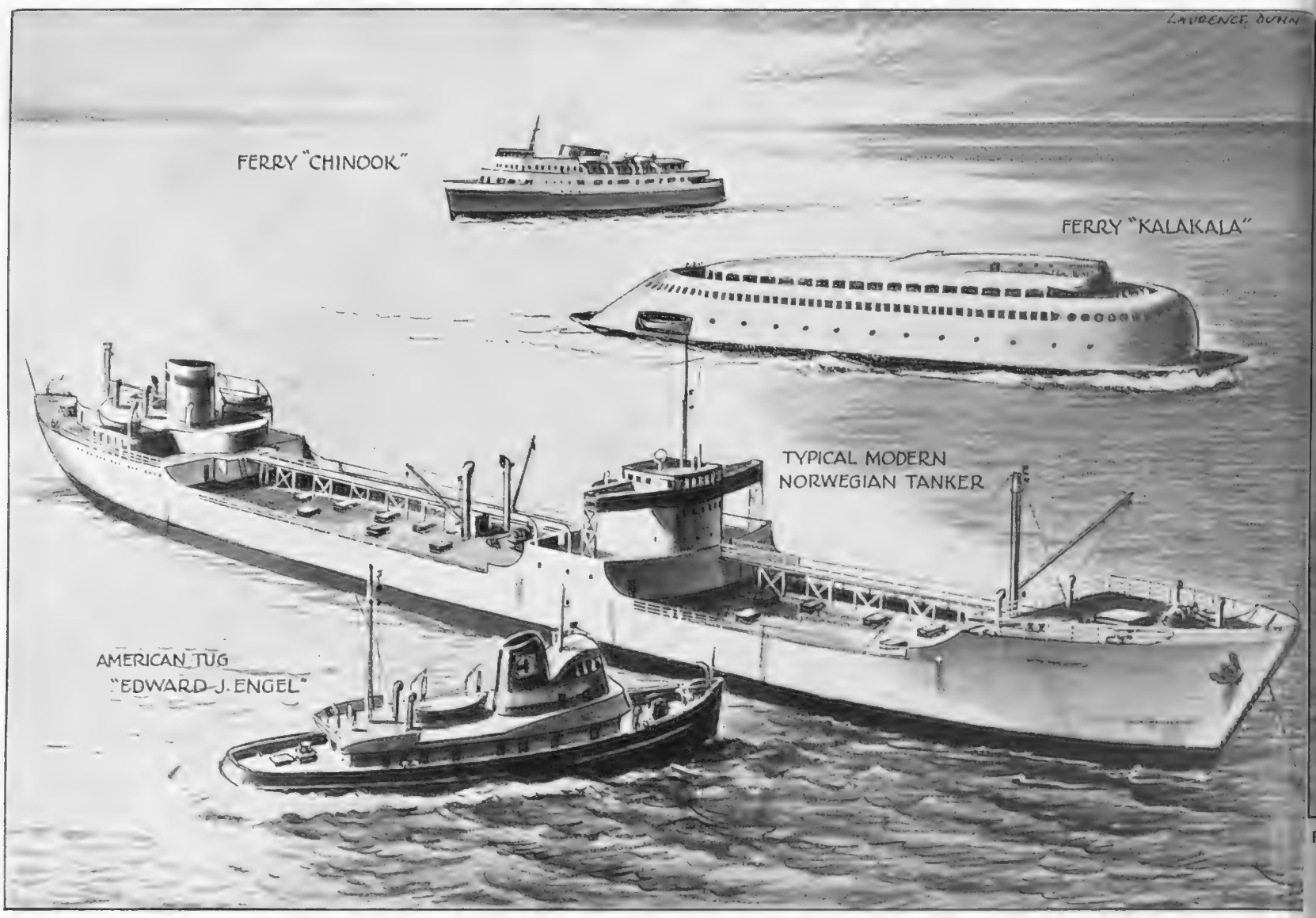
MRS. M. RURAC, A RUMANIAN, IN PLAY AGAINST AN AUSTRALIAN : It was in the first round that she defeated Mrs. R. W. Baker, of Australia



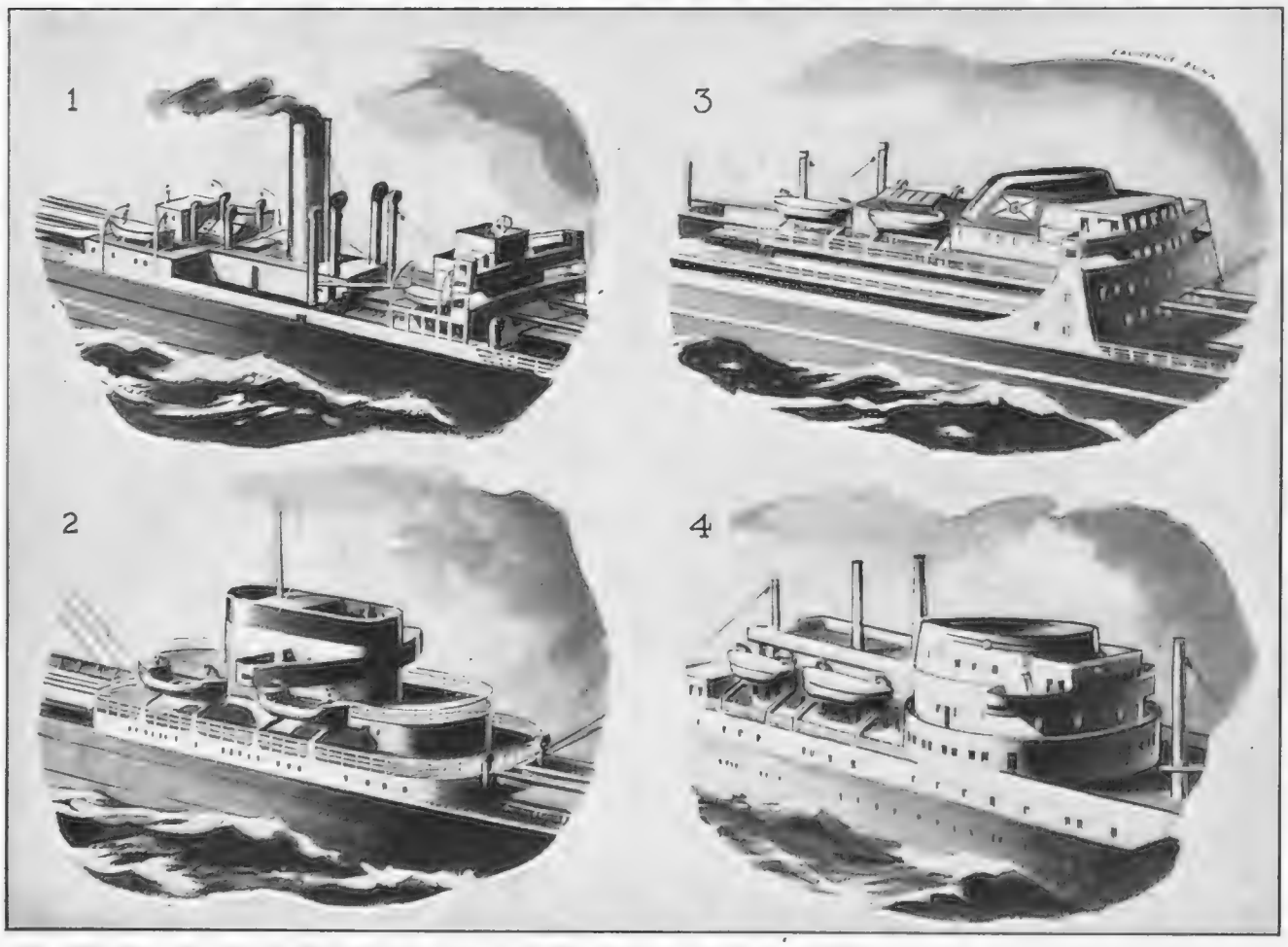
MRS. M. D. MULLER AND MRS. S. P. SUMMERS, A SOUTH AFRICAN PAIR IN THE WOMEN'S DOUBLES : They defeated Mrs. J. A. Hibbert and Miss E. A. Middleton in the first round and Madame R. Mathieu and Mlle A. Weiwers in the second round of the women's doubles. Mrs. Summers was seeded No. 7

MRS. E. HAMILTON PLAYING IN THE DOUBLES : She and Miss Dace defeated Mrs. Chandler and Mrs. Lister

"JED" AGAIN : Miss J. Jedrzejowska, the Polish player, beat Mrs. P. Knight in the first round, but was herself defeated by Mrs. B. E. Hilton, in the second round



EXAMPLES OF MODERN AMERICAN AND SCANDINAVIAN CRAFT : In the foreground is a new tug, designed for service in San Francisco Bay. In the centre, a typical, modern Norwegian oil tanker of some 15,000 tons deadweight shows how the bridge has been developed into a compact, smooth mass, resembling in shape the conning-tower of a submarine. The "Kalakala" operates in Puget Sound ; carries 2,000 passengers and 100 cars. She is probably the most streamlined ship yet built. The "Chinook," of 1947 vintage, belongs to the same company and is designed for service between Seattle and Victoria, B.C.



THE GROUPING OF THE SUPERSTRUCTURE AND THE DEVELOPMENT OF STREAMLINING

1 The superstructure of a typical cargo ship of about twenty years ago. The bridge, flat-fronted, is separated from the funnel and engine casing by one of the cargo hatches. It is a collection of angles and projections

2 Modern British design—the Lamport and Holt liner *Devis* is a development of the earlier *Delius* idea, in which the combined bridge-funnel unit has been carried a stage further. It was launched during the war

3 The two motor-ships now building at Sunderland for the South American Saint Line will have sloping bridge fronts and very streamlined funnels. They are due to enter service this year

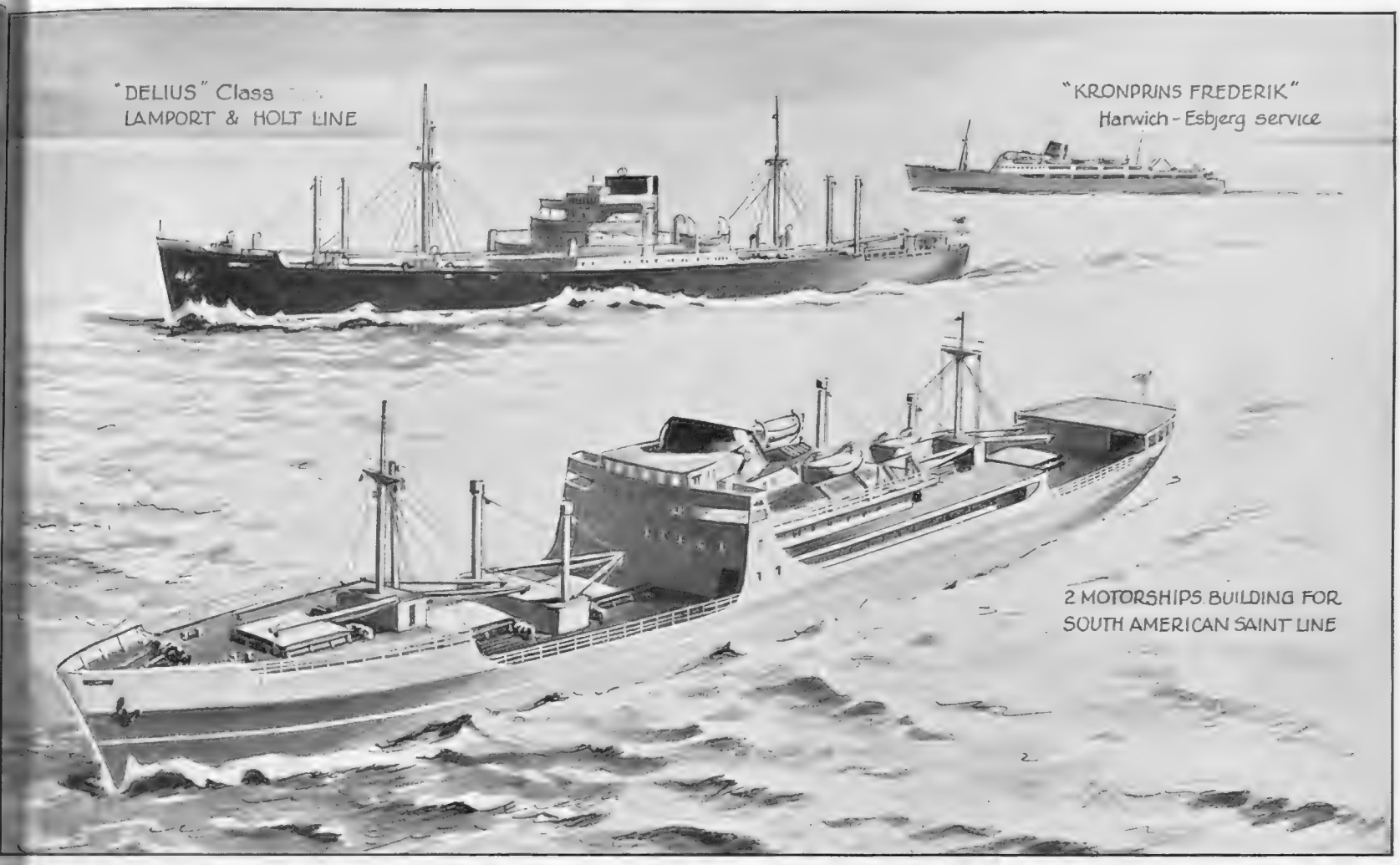
4 A circular forepart to the superstructure and an exceedingly wide funnel are the chief characteristics of the new American liner *Del Norte*, recently completed for the South American service

MERCHANT SHIPS OF THE FUTURE

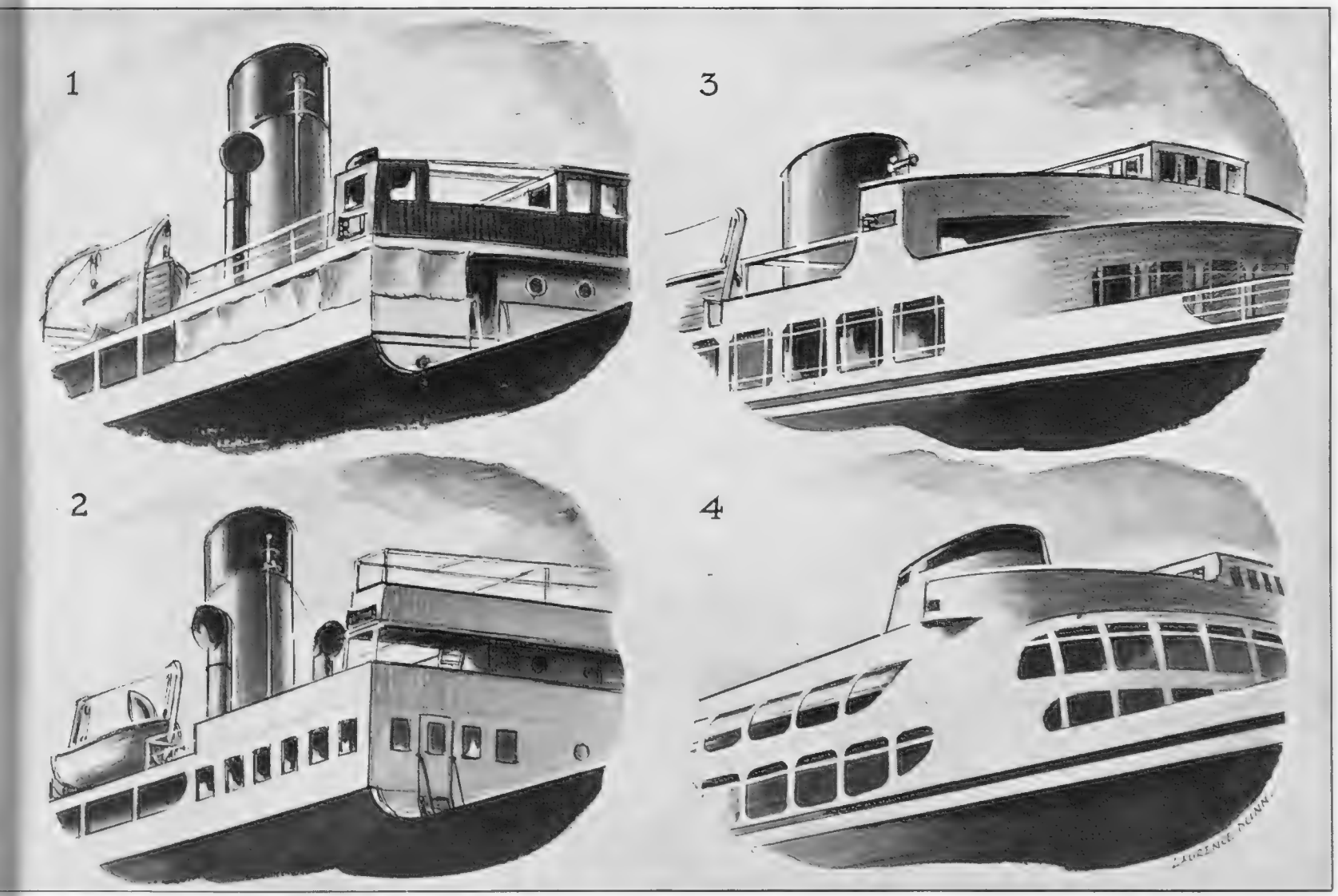
The Present Trend in Maritime Architecture

— Special Sphere Drawings by Laurence Dunn

The chief trend in the design of modern merchant vessels has been toward a grouping of separate masses such as the bridge-house and engine casing in a single unit of increased height and decreased length, which makes for a generally neater and more compact appearance. Excessive streamlining and the use of curves is not so marked, although it is inevitably in evidence. The trend in the modern liner is toward more streamlining and a considerable increase in the use of glass. The old-type, open-promenade deck is rapidly being replaced by an entirely enclosed design, with large windows, in which often the whole superstructure is enclosed and streamlined. In the new American liner *Del Norte*, illustrated in the final drawing on the left, the wide funnel and the bridge are incorporated in a circular forepart to the superstructure. An interesting comparison of two modern vessels is between the two liners illustrated in the first drawing. The *Kalakala* is probably the most streamlined commercial vessel ever built. The *Chinook*, put into service this year by the same company, has the same basic shape as the *Kalakala*, although it looks entirely different because of its more orthodox design. Ship architecture, which for so long has been conservative in its development, has taken a step forward, and the shape of ships is changing. Even the humble tug is becoming streamlined, as may be seen in the first illustration on this page



RE-GROUPING OF BRIDGE-HOUSE, ENGINE CASING, ETC., RATHER THAN STREAMLINING, IS THE TREND IN MERCHANT-VESSEL DESIGN : The tendency is to group separate masses together and thus to lessen the length and increase the height. Up till the outbreak of war the Delius-class motor-ships were probably Britain's most distinguished-looking freighters. The "St. Essylt," which is one of the two ships (as illustrated) being built for the South American Saint Line, and her sister-ship, both under construction at Sunderland, will have a very distinctive appearance. They are being built by Joseph L. Thompson and Sons, Ltd., and will have a deadweight capacity of 9,500 tons and a speed of 15 knots in service. Twelve passengers will be accommodated on the boat deck



THE USE OF GLASS IN THE CHANGING SHAPE OF PASSENGER SHIPS : Evolution of the modern glassed-in and streamlined superstructure : No. **1** drawing shows the old open-type promenade deck : in rough weather, canvas screens were hung to give some sort of protection to the passenger. In No. **2** a tentative use of glass was being made and the beginning of a design in which the superstructure was partially enclosed. No. **3** shows a more extensive use of glass and a distinct trend towards streamlining as developed in the front of the bridge. The windows have become considerably larger and the passenger has full protection, with good visibility. Recent American design shows use of glass, and in No. **4** this has been employed together with a total enclosing of the superstructure. The old open-promenade deck has been eliminated. The drawings on this page illustrate the new tendencies toward re-grouping of the superstructure and streamlining in modern maritime architecture. All the important shipbuilding countries are developing along these lines, while maintaining their individuality

BRITAIN IS BUILDING THE SHIPS

For Egypt, France, Switzerland and Norway

Never have the shipyards of Britain been so busy as at the present moment. For years past the normal building programmes have had to be suspended for the construction of urgent naval craft; in addition, the merchant navies of the world have sustained losses by sinking and from other causes which they are now rushing to replace. From all over the world orders have been flowing in to the shipyards of England, Scotland and Northern Ireland; and every day has witnessed the launching of vessels embodying the latest ideas in ship design. Those shown here are but a few of the many vessels launched in Britain within the past few days.

The *El Malek Foad* has been named after the late King Foad of Egypt: she is the largest and fastest steamship ever built at Southampton. The vessel has been constructed at the Woolston Yard of John I. Thornycroft and Co.: she is 358 ft. in length, 50 ft. in width, and has a depth of 28 ft. Her service speed is 18 knots, and she has been specially designed for the passenger and cargo service between Alexandria, Genoa and Marseilles: she is to accommodate 250 passengers. A sister-ship of similar design is planned.

The ship was launched on June 19 in the presence of the Egyptian Ambassador, the daughter of the managing director of the Khedivial Mail Line performing the launching ceremony.

FOR EGYPT—SOUTHAMPTON'S LARGEST AND FASTEST TRADING SHIP IS LAUNCHED: The 358-ft. "El Malek Foad" goes down the slipway following the christening ceremony. She is to be operated by the Khedivial Mail Line on its three-day mail and passenger service between Alexandria, Genoa and Marseilles

FOR FRANCE—A NEW MOTOR-DRIVEN CARGO LINER FOR THE FRENCH GOVERNMENT: She is the first of a group of three vessels, each of 4,450 tons, which Harland and Wolff are building at their Govan shipyard. "La Hague" has successfully completed her sea trials and has now been handed over. *La Hague* is the first of a group of three 4,450-ton motor-driven cargo liners which Harland and Wolff are building at their Govan shipyard for the French Government. The new ship, which is partially insulated for the carriage of fruit, will be operated by Compagnie Generale d'Armements Maritimes. Her two sister-ships are at present fitting-out and will be completed later in the year. All three vessels are fitted with Diesel engines. The ship is rigged as a two-masted fore-and-aft schooner with steel topmasts; the most modern equipment has been fitted on the vessel for the rapid handling of cargo, including twelve electric winches, twelve cargo derricks, one 30-ton derrick forward and a 20-ton derrick aft. Special arrangements have been made for the carriage of railway locomotives and carriages on deck and for the carriage of wine cargoes in barrels in the holds and 'tween decks. Arrangements are also provided for carrying empty wine barrels on deck

FOR SWITZERLAND—THE FIRST OCEAN-GOING SHIP EVER BUILT FOR SWITZERLAND: She is the "General Guisan," and was built at Gray's shipyard at West Hartlepool. She is the first brand-new addition to the modest Swiss merchant fleet, which has hitherto consisted of second-hand ships

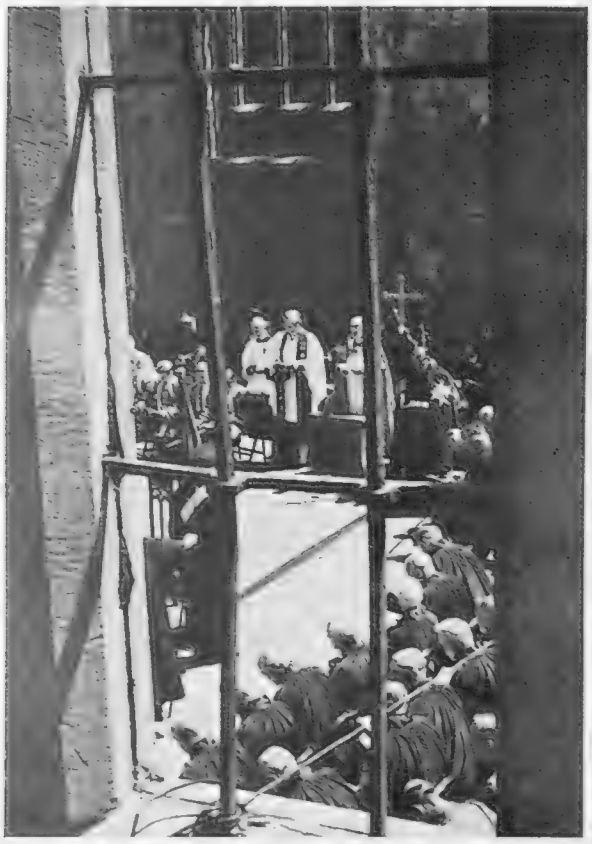
FOR NORWAY—A NEW MOTOR-DRIVEN WHALE-FACTORY SHIP IS LAUNCHED AT BELFAST: The "Thorshavet" takes the water from the Harland and Wolff Yard. She is 560 ft. in length and will carry complete apparatus for whaling operations in the Antarctic

ANOTHER VIEW OF THE "GENERAL GUISAN," showing the lines of the new 9,000-ton Swiss motor-vessel launched in June

Everyone knows the old joke about the "Swiss Navy": what they may not know is that Switzerland *does* possess a merchant Navy! During the war, the Swiss Government found it difficult to secure food supplies from abroad; consequently they founded their own mercantile marine. The *General Guisan*, launched a few days ago, is the seventh vessel in the fleet: another two smaller ships, of about 4,000 tons, are also under construction. These ships take Swiss exports—mainly to South America—and return with food which is transported overland into Switzerland. The *General Guisan* is a 9,000-ton ship built by Gray's at West Hartlepool: she is engined with Diesels built by the Swiss firm of Sulzer. She was launched by the wife of the General, who was formerly C.-in-C. of the Swiss Army

On left—An event of unusual interest took place at Belfast when Harland and Wolff launched the *Thorshavet*, a new motor-driven whale-factory ship for a famous firm of Norwegian whalers. The whaling companies suffered heavily during the war, seven factory ships were sunk and several others severely damaged by bombing. The *Thorshavet* is of the most up-to-date type and her design embodies the many improvements which have been made in ships of this type since the idea of carrying out polagic whaling operations from a mobile mother-ship was first developed about twenty-five years ago. The modern whale factory makes it unnecessary for the carcases of whales to be landed on Antarctic islands for dismemberment. On the *Thorshavet* whales will be hauled aboard along a skidway from the split stern to the flensing-deck, where the carcases will be flensed, cut up and passed to the factory below. The vessel is 560 ft. in length, with a breadth of 77 ft. She is a twin-screw motor-ship with two decks, poop and upper and lower forecastles, machinery fitted aft, rounded raked stem, and with a cruiser stern with skidway in the centre, up which the whales are hauled to the flensing-deck. Accommodation is provided for a crew of eighty-three, a catcher crew of 143, and for 166 factory workers—a total of 392. There are cargo oil-tanks to carry approximately 21,000 tons of oil

HOME NEWS
TOLD IN PICTURES



THE ST. JOHN'S DAY SERVICE, PRECEDING THE ANNUAL ASSEMBLY OF THE ORDER OF ST. JOHN OF JERUSALEM, is held in the ruined Priory Church in Clerkenwell. The annual commemoration service was taken by the Bishop of Kensington in the ruins of the Priory Church, which was destroyed by enemy action during the war. Members of the Chapter General of the Order passed in procession to the service garbed in their historic robes dating from the time of the Crusades and headed by the choir of the Chapel Royal. Afterwards the annual assembly was held in the Chapter Hall under the chairmanship of the Sub-Prior, Lord Clarendon

AFTER 400 YEARS THE CISTERCIAN MONKS TAKE POSSESSION OF THEIR ANCIENT ABBEY, VALLE CRUCIS AT LLANGOLLEN, IN WALES, and celebrate Mass for the first time since the Reformation. To-day the great Abbey of Valle Crucis is a ruin; built in 1201 by monks of the Cistercian Order, it was one of eleven great Cistercian monastic foundations made in Wales within the space of seventy years. The monks were driven out four centuries ago, and since then the Abbey has fallen into ruins. On June 13, however, Mass was again witnessed in the ruins, on the occasion of the International Eisteddfod at Llangollen. The Mass was sung by Bishop Petit with a choir drawn from the Irish, Dutch and Italian choirs that had come to the Eisteddfod. After the ceremony, the Abbey again lapsed into its former deserted condition

IN THE "CORNISH ALPS": THESE WHITE HILLS ARE THE RESULT OF SAND BEING TRANSPORTED FROM THE FILTERING-PITS AND DEPOSITED AT THE TOP. The picture was taken at the Lower Nine Stones Pit at St. Austell, where the valuable raw material is being mined for export

AFTER THE CLAY IS WASHED DOWN BY HIGH-PRESSURE HOSES, IT RUNS INTO A SUMP: After extensive filtering, the sticky residue is removed and dried before despatch to the railyards and docks. One of the most valuable of Britain's raw materials that can be spared for export is the china clay of Devon and Cornwall. The industry has all the orders on hand that it can cope with, and the yearly production of 500,000 tons will be more than doubled once coal supplies are increased. China clay is used in an ever-widening range of goods such as paper, paint, drugs, pottery, cosmetics, etc., and the industry, which originally began in Devon about 300 years ago, employs some 2,000 people

MAKING READY FOR A QUICKER LINK-UP WITH WALES: Preliminary boring has started on Black Rock, at Aust, in Gloucestershire, for the proposed new Severn Bridge which will link Wales and South-West England. The bridge, which will cost several million pounds, will be the longest in the country and the third longest in the world. This picture shows the boring actually in progress

THE "STELLA POLARIS" BRINGS AMERICAN TOURISTS TO LONDON: The luxury liner is back in service after being used as a rest-home for German submarine- and air-crews. When the 5,600-ton *Stella Polaris*, of the Bergen Steamship Company, berthed at New Fresh Wharf, London Bridge, she became the first cruising ship to bring passengers to London since the war. A party of Americans came ashore to holiday in England; the remaining passengers continued the cruise, making a tour of the Northern Capitals. After this trip, the *Stella Polaris* will return to England to begin a mail and passenger service between Newcastle and Bergen. Formerly a luxury-cruise liner, she was seized by the Germans in 1940 and used as an amenities ship for their Navy and Air Force

A STRANGE CRAFT ON A CANAL IN KENT: On the Royal Military Canal near Appledore, in Kent, an automatic weed-cutter is now clearing the canal of all weeds. The cutters are suspended on a chain in the bow, and a large paddle drives the vessel at the stern: it can go equally well forwards or backwards. This picture shows the pair of cutters suspended at a given depth and operated by the man at the handle

THE CITY SHERIFFS ARE ELECTED AT AN ANCIENT CEREMONY IN LONDON'S GUILDHALL: Presiding over this assembly is Sir Bracewell Smith, Lord Mayor. The ancient Midsummer Day ceremony of electing City Sheriffs was conducted last week by the Liverymen of the City of London assembled in Common Hall at Guildhall. The Lord Mayor, the Aldermen and high officers of the City were appropriately clad in their full robes of office and, in accordance with centuries-old tradition, carried posies of English flowers. Sweet herbs strewn on the hustings at the ceremony are also a relic of the picturesque City ceremonies of more spacious days

THE NEW "DEVON BELLE": THE TRAIN IS DRAWN BY LOCOMOTIVES CARRYING A DISTINCTIVE HEAD-BOARD, with a pair of red wings on each side of the boiler casing

A VIEW OF THE REAR COACH OF THE NEW HOLIDAY TRAIN, showing the new observation-car which will afford better views of the lovely Devon scenery: The *Devon Belle*, a new holiday train which made its first run from Waterloo to Devon a few days ago, has a special observation-car—the first of its kind to run on the Southern Railway, and for use by both first- and third-class travellers. The train is composed of all-Pullman coaches, with every seat a restaurant seat

THE BIGGEST DAM IN EUROPE

Now Nearing Completion at Genissiat, on the Rhone

Now fast nearing completion in France, the Genissiat Dam will be the biggest and most important in Europe when the huge work is finally completed in the year 1949.

Situated on the River Rhone, at a point nineteen miles from the Swiss frontier, the colossal undertaking was begun in 1937: it will be in partial use during the year 1948, but the project as a whole will not be in full operation until the following year. Its construction has necessitated the diversion of the river through two subterranean tunnels hewn out of the solid rock: these are 2,400 ft. in length. The river, which at this point is a turbulent torrent, will in future pass through these man-made tunnels.

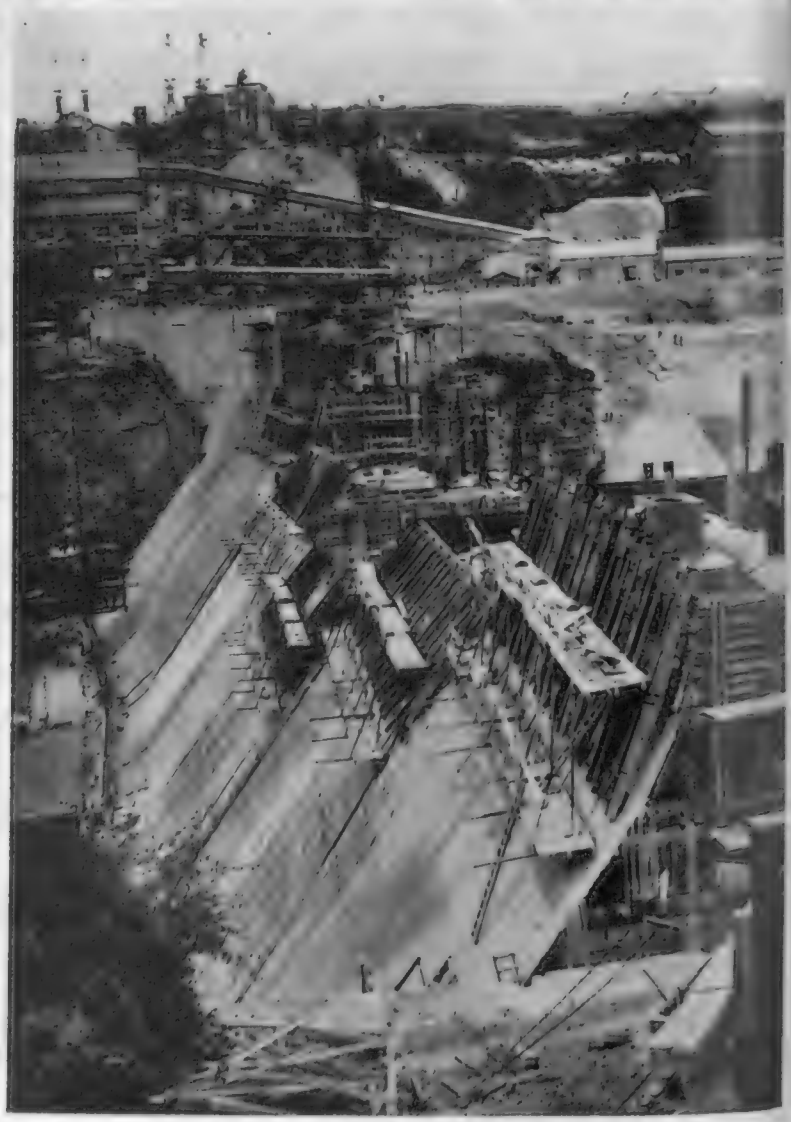
The barrage itself is 330 ft. wide at its base, decreasing to 105 ft. at the top: it is 330 ft. in height and, when finished, will have absorbed over two million cubic feet of concrete. The dam will cause the formation of an artificial lake nineteen miles in length, with depths varying up to 2,700 ft. To allow for adequate drainage owing to flooding—this is customary with the Rhone at certain times of the year, when the snows melt high up in the alps—a canal half a mile in length has been constructed: this ends in a great waterfall below the dam.

Immediately below the barrage, a great hydro-electric power station is being built to supply current over a wide area. This is composed of six groups of two alternators: these will supply 1,600,000,000 kilowatts per hour per year, under a tension of 200,000 volts. Genissiat is only about one hundred miles upstream from Lyons, the vast centre of the French textile industry, to which it will one day supply cheap electric power.

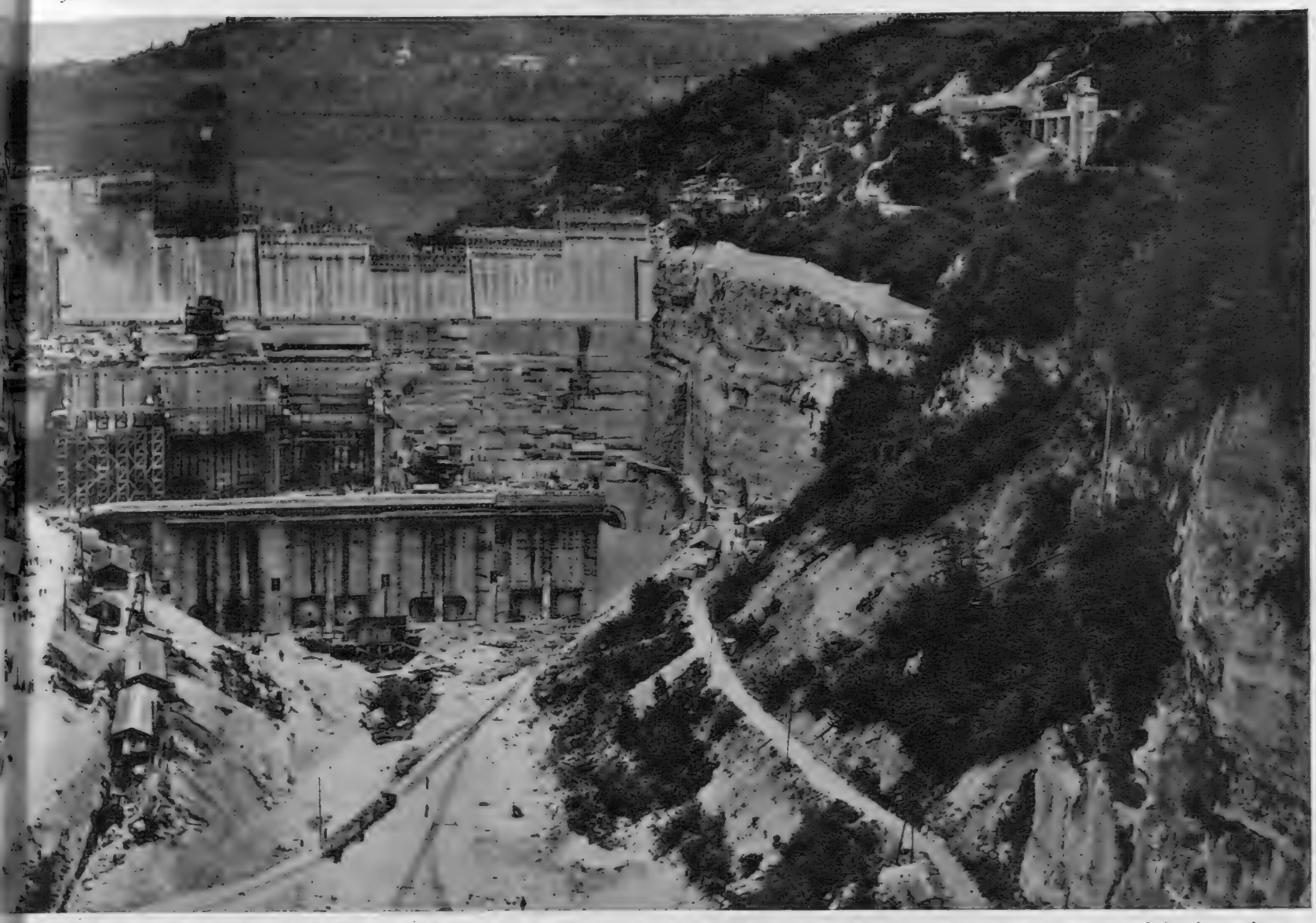
Three thousand workmen, including 500 German prisoners, have been employed on the vast project

A GENERAL VIEW OF THE HUGE CONSTRUCTION, SHOWING THE GRE
be gauged by a comparison with the tiny figures of the workmen. Aeri

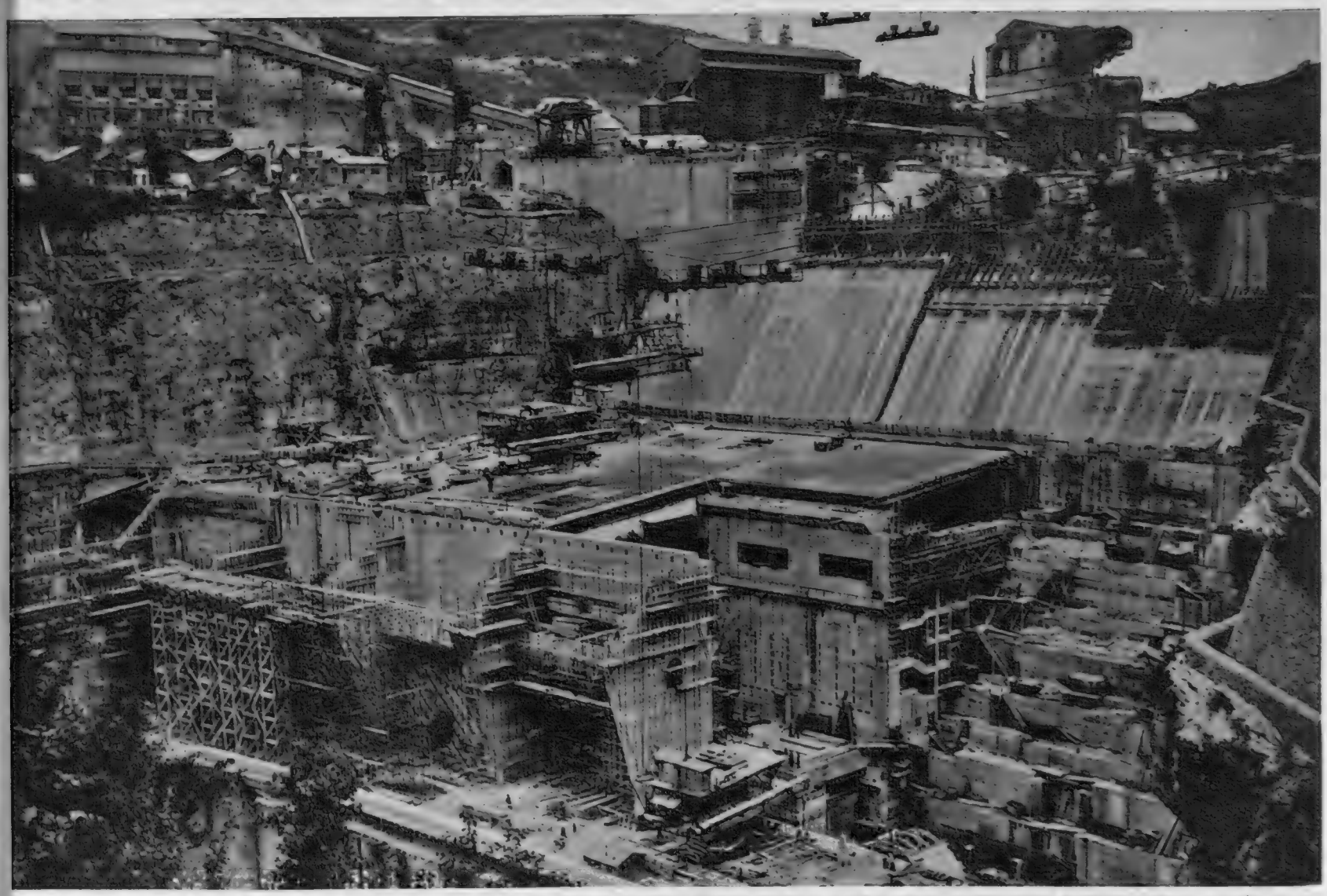
AT WORK ON THE CANAL WHICH WILL DRAIN OFF THE FLOOD-WATERS OF THE RHONE. This is half a mile in length, and it ends in a great waterfall below the dam. The Rhone is subject to flooding during the winter and spring months



THE GREAT BARRAGE NEARS COMPLETION. It is 330 ft. wide at its base, tapering to 105 ft. at the top. At the base of the gorge to the left of this picture, the great hydro-electric power station is being built



WALL BUILT TO HOLD BACK THE WATERS OF THE RIVER RHONE. This is 330 ft. in height and 105 ft. across at the top; an idea of its immensity may lifts convey workmen and materials across the gorge and temporary bridges have been constructed to allow workmen and visitors to tour the vast project



WHERE A GREAT SUPPLY OF ELECTRICITY WILL BE BUILT UP: THE HYDRO-ELECTRIC POWER STATION AT THE FOOT OF THE HUGE BARRAGE. There are six groups of two alternators, which will produce 1,600,000,000 kilowatts per hour per year, under a tension of 200,000 volts

THE GREAT CENTRE-PIECE PRESENTED TO THE FIRST DUKE OF WELLINGTON BY PRINCE REGENT JOHN OF PORTUGAL: It forms part of the Portuguese service of plate in which is included the pair of silver-gilt candlesticks flanking the centre-piece. The magnificent silver and silver-gilt service was given to Wellington in 1814 by the Prince Regent of Portugal, who later became John VI. The centre-piece was designed by D. A. Sequeira (1768-1837); the sculptural modelling has been attributed to J. Machado de Castro (1736-1828.) The figures represent the four continents paying tribute to the victory of the united arms of Britain, Portugal and Spain. It is intended to stand on an oblong silver plateau, about thirty feet in length. The Portuguese service is one of the most brilliant exhibits at the Victoria and Albert Museum, where a small selection of the most important treasures from Apsley House is being shown. The brilliance and opulence of the silver and gilt and the jewelled orders and decorations dominate the large gallery in which the exhibition is held, although it contains, among other treasures, twenty-three of the best pictures, including three Velasquez and two possible works of that master and a beautiful little Correggio, "The Agony in the Garden"

WELLINGTON RELICS at the VICTORIA AND ALBERT MUSEUM

A Selection of the Treasures from Apsley House

The Exhibition of Relics of the Duke of Wellington at the Victoria and Albert Museum opened appropriately on Waterloo Day. This is only a small selection of the treasures of Apsley House (which cannot be restored for some time), but it is sufficient to whet the appetite of the visitor for the occasion when the house itself can be viewed, and it provides an idea of the great value of the present Duke of Wellington's generous gift to the nation. Part of Apsley House is to become a museum, under the control of the Victoria and Albert Museum, but it will also be used by the Government for official receptions, while part will be retained as a residence for the Dukes of Wellington. The present exhibition is in one large gallery of the Victoria and Albert Museum. The impression obtained on entering the room is of a glittering assembly of gold and silver and jewels. There are other objects and some great pictures displayed, but the wonderful collection of plate, of swords, of batons and of orders dominates the scene. These are as interesting for their historical background as for the beauty of their craftsmanship.

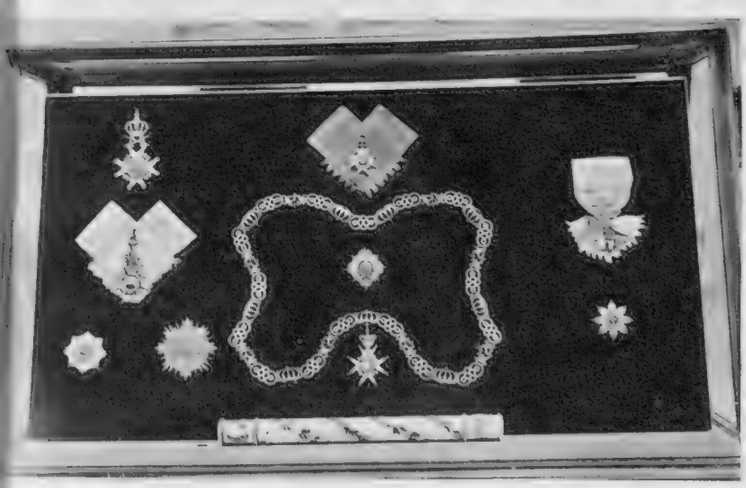
GIFTS OF FRANCIS, FIRST EMPEROR OF AUSTRIA, TO WELLINGTON: Vases and portrait medallions in the selection of treasures from Apsley House on view at the Victoria and Albert Museum. The first Emperor of Austria and the last ruler of the Holy Roman Empire, who gave his daughter in marriage to Napoleon, joined the Allies in 1813 and assisted in the defeat of the French. He was one of the many to pay tribute to the first Duke of Wellington. The vases and plates, illustrated above, are part of the Austrian service. On the left is a vase, decorated with a portrait head of Gebhard von Blücher. The vase on the right bears the head of Francis I of Austria. On the wooden stand, right centre, is an ice vase, adorned with symbolical medallions commemorating battles. It also bears the arms of the first Duke. Other portrait medallions include heads of Alexander I of Russia and of Prince von Metternich, at one time Minister at the Court of Napoleon, and later, Minister of Foreign Affairs

A LITTLE-KNOWN PORTRAIT OF QUEEN ELIZABETH

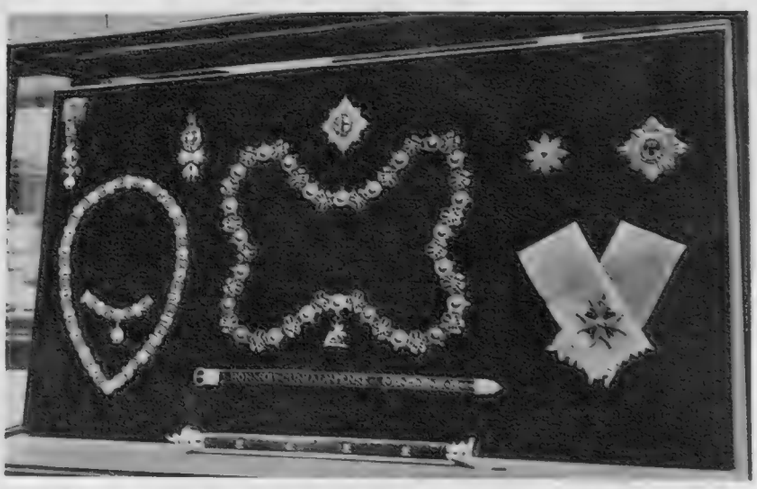
Painted in the Style of a Miniature, about 1580

The western galleries of the Victoria and Albert Museum, which have been restored after blitz damage, include those in which the period rooms were housed. Some of these rooms are now back. The visitor to them will find in one of the galleries the delightful exhibition of miniatures by Nicholas Hilliard and Isaac Oliver. At the entrance to the exhibition is a little-known portrait of Queen Elizabeth. It has been painted on a panel 24 ins. wide by 32½ ins. deep, in the style of a miniature and in the manner of Nicholas Hilliard, although it is not known whether or not he is responsible for it. The date of the picture is held to be *circa* 1580. Queen Elizabeth would have been forty-seven years old at that time, and the picture would suggest a younger woman. Possibly in the tradition of fashionable portraitists, the artist flattered her. The portrait is very colourful. A crimson curtain adds warmth to the upper part of the picture. The intricately painted sleeves are oyster white in colour and are embellished with little Tudor rose devices, set among pearls. The dress itself is of a very dark brown upon which the elaborate jewellery, most of which is set in gold, shines with a well-preserved luminosity. The shoulder hoops, in which pearls are set, are an important feature in the composition of the picture. It has been lent by Lord Rothschild and is a valuable addition to the portraiture of Queen Elizabeth, most of which is very much better known than this charming little picture

A LITTLE-KNOWN PORTRAIT OF QUEEN ELIZABETH, PAINTED IN THE STYLE OF A MINIATURE: A notable picture, lent by Lord Rothschild, which can be seen at the Victoria and Albert Museum at the entrance to the exhibition of Elizabethan miniatures



ORDERS BELONGING TO THE FIRST DUKE OF WELLINGTON AND A FIELD MARSHAL'S BATON: Some of the many tributes to the Iron Duke. The baton is that of a Field Marshal in the Russian Army. It is of enamelled gold, set with diamonds and emeralds, and was presented to Wellington by Alexander I of Russia. On the left is the Royal Hanoverian Guelphic Order. In the centre is the Order of the Bath conferred on the Duke in 1804, in honour of his services in India; and on the right, the Danish Order of the Elephant, with its ribbon and badge of enamelled gold, set with crystals; and jewel



FURTHER ORDERS CONFERRED UPON THE IRON DUKE: The Order of the Garter and of the Staff of High Constable of England and Orders of Spain and Russia. The Staff of High Constable of England was carried by the Duke at the Coronation of King George IV. On the left is the Spanish Order of the Golden Fleece, conferred upon him in 1812 and formerly the property of Don Luis de Borbon, son of Philip V of Spain. In the centre is the Order of the Garter, and, on the right, the Russian Order of the Black Eagle, which he received in 1815

THE DEVELOPMENT OF POWER-CARRYING CABLES

Will the Coming of Nationalisation Mean Less Research?

By CHARLES GRAVES

DOUBLE Summer Time does not, at first sight, make electricity a particularly topical subject at the moment. But the coming nationalisation of the electrical industry and the continued arguments about the Bankside Power Station afford an excellent reason for going into the question of the cables, without which electric light and electric power could not be transmitted from the generator to the consumer. Almost every building and factory, and every cinema and theatre want more electricity, but all that the consumer knows is that he receives a periodic cut. Primarily, of course, it is due to the lack of coal, but it also is caused by a lack of power stations. At the moment about twenty new ones are under construction. Among these is the projected, highly controversial, power station at Bankside.

According to the leading research specialist of British Insulated Callender's Cables, it is a very controversial point whether it is really necessary to set up this power station in the heart of London to the public discomfort, and to the moral upset of the Dean of St. Paul's. For, as a result of the war, it is now possible to make cables only 5 in. in diameter, each of which can carry no less than 160,000 horse-power, the equivalent of half the power produced by Battersea Power Station. It would be possible, therefore, to put the power station on the Thames Estuary, say, near Barking, and bring the power itself into London along one of these cables.

The art of cable-making is an old one, and it is not often that some new invention or improvement is produced. However, when the Air Ministry selected Burford aerodrome as the centre from which all the towed-glider parachute troops started on D-Day, it was necessary to put over a mile of the overhead cable underground. For this purpose a three-core 132,000-volt cable had to be made and laid underground. It is this type of cable, of which only a handful are already in use, which will ultimately revolutionise the transmission of huge blocks of electrical power. Oddly enough, more capital expenditure is used in the transmission than in the generation of electricity. The secret of the new-type cable is that the gas pressure inside the lead is increased to 200 lb. per square inch.

Again, the use of Silicones (one of the new range of modern plastics) enables the new-type wiring cables to withstand a temperature of no less than 300 degrees centigrade, instead of 150 degrees centigrade as previously. This means that British aeroplane engines will have more power; that it will be possible to wire a ship with much less risk of fire; and that all factories where high temperatures are essential for manufacture—potteries are a good example—will be able to use electricity with greater reliability.

These developments have taken years of research, and have been prompted by the numbers of different specialised cables required by different undertakings. But if the whole electrical industry is to be nationalised, it will almost certainly mean that cables will become standardised and, therefore, that less research will be done. If there is any doubt about this, all that one need do is to look at Post Office engineering in this country. The amount of research done by the G.P.O. at Dollis Hill is, perhaps, one-tenth of what is being done in the United States, where the Bell system in New York alone employs no fewer than 2,000 graduates in research. In England the G.P.O. is technically dominated by the Standard Telephone Company, which is a subsidiary of the American parent company of that name.

At the moment, private enterprise research is being directed at the manufacture of bigger and better cables at a cheaper rate, so that transmission schemes will not cost so much. Efforts are also being made to find an alternative to lead, the shortage of which since the war is very serious for the electrical industry. Almost all the available lead is being used for the housing programme, and attempts are now being made to see whether copper and aluminium can be treated in such a way that they can become equally ductile at a low temperature. Already, service boxes to connect cables underground are being made of copper instead of lead, and it is hoped that there will be further developments in adapting these metals to the actual covering of the cables themselves.

Many people think that short-wave radio will ultimately kill cables used for sending messages (as opposed to transmitting power), and yet the United States is contemplating a telephone cable stretching across the Atlantic along the bed of the ocean. This, with its amplifiers and valves every few miles, would probably cost £500 a mile, but would last fifty years.

One of the most uneconomic factors in Great Britain's economy during the war was that coal which was mined in Wales had to be shipped or sent by train to London before being returned in the form of electrical power all the way back to Wales. It seems extraordinary that power stations are not built near the pithead of coal mines near the sea, a river or a lake which can provide the cooling water necessary for a generating plant.

It also seems extraordinary that none of the promises made us during the war about the development of radar in peacetime have materialised. We were told that collisions would be impossible; that ships would automatically be able to avoid wrecks, icebergs and other obstacles—however thick the fog—and yet only the other day the *Queen Elizabeth* stuck on a sandbank. . . . The answer to this is that the various international conventions called to decide upon a uniform type of radar, have not yet agreed on the system to be developed. Once the decision has been reached the proper cables necessary for radar will be manufactured, and collisions will cease.

In the meantime, the extension of the television service from London to Birmingham and farther north is calling for miles of specialised cable, and it will not be until they have been completed that people in the North will be able to "look in."

If it had not been for the cable industry it would, of course, have been impossible to win the war. Not an aeroplane could have flown, not a tank could have moved, nor a ship have sailed without electric cables and wires. In a single tank there are over 1,000 core feet of cable of all types; while H.M.S. *Vanguard* develops 4,000 kilowatts in her generators—enough to satisfy the daily requirements of an ordinary-sized town. For this, nearly 2,000 core miles of cable are required, quite apart from the amount of degaussing cable wrapped round her as a protection against magnetic mines. Electric cables were, of course, necessary for thousands of other purposes, from firing guns to giving a warning of approaching aircraft.

It is now a matter of history that the first magnetic mine to be secured for examination was dropped from a German aeroplane by a parachute over the Thames Estuary, and was recovered by a naval officer at Shoeburyness during the night of November 22, 1939, and at a special Admiralty conference which immediately followed it, proposals were made for a special method of neutralising this type of sea-mine. After a few weeks of highly experimental work, a successful antidote was introduced. This cable was invented by Mr. P. V. Hunter, C.B.E.

Cables, too, proved to be the most effective retort to the Flying Bomb. And, when a flexible oil pipe-line was needed to lie on the bed of the English Channel so that the tanks landed in Normandy for the opening of the Second Front could be supplied with petrol without interference by air and submarine and torpedo-boat attack on surface tankers—it was to the cable industry that the Service Chiefs turned.

Other special problems had to be faced. Electricity came to the help of Britain in the days of her threatened food shortage. An electrical warming wire wrapped round pipes through which whale oil flowed to be manufactured into cooking fats, saved hundreds of tons of the oil by keeping it always volatile so that it flowed without congealing and blocking the pipes. Elastic telephone cables that could be incorporated in the tow ropes between tug aircraft and gliders had to be devised; heating wires for hospital blankets and airmen's suits made.

To counter the attacks of aircraft at the ports, secret "Q" sites were devised and put into service as decoys; imitation lighting that could delude the German pilots into thinking they were bombing their targets being laid out in isolated parts of the open country. On these "Q" sites as much as 1,000 miles of small cables was employed, laid out on rough ground, buried, and in some places submerged with no protection other than their own insulation coverings. They successfully carried their loads with few breakdowns in all seasons and conditions of weather.

Electricity has become a major source of power for industry within the last sixty years, but the peacetime use to which it can be put automatically depends on cables. As time goes on, the public conscience will insist on all overhead cables being taken down and put underground—first in urban areas and then throughout the country. This will probably not happen in our lifetime, but is ultimately inevitable. As research continues, electricity will become cheaper, and so will the telephone service; while radio sets will also improve out of all recognition. Already, a wire is being made which is only half as thick as a human hair.

As new industries develop and new techniques are evolved, so new types of cable will be made. But, strangely enough, the United States is not cable-minded, and just as it was an Englishman who made the first insulated conductor of electricity, so English inventive genius continues to lead the world in this direction.

THE UNFINISHED HULL OF THE "RESEARCH," as she now lies at her berth at Dartmouth: No decision has yet been made concerning the date on which work is to recommence on the R.R.S. *Research*, which was under construction at Dartmouth in 1939, and on which some £143,000 had been spent when war broke out. The hull of the vessel is complete, but fitting of masts, rigging and other major works are yet to be done. When approval is given for work to begin, it is hoped that eighteen months will suffice for her completion. The complement of the *Research* will be nine officers, including four scientists and a doctor, and twenty-two petty officers and other ratings

BENJAMIN BRITTEN'S NEW OPERA, "ALBERT HERRING," AT GLYNDEBOURNE: Gladys Parr (Florence, the housekeeper); William Parsons (Mr. Gedge, the vicar); Joan Cross (Lady Billows); Roy Ashton (Mr. Upfold, the Mayor), and David Spenser (a tiresome village child). Benjamin Britten's latest comic opera, produced by Frederick Ashton, is being played at Glyndebourne by the English Opera Group. It is based on a story of de Maupassant, translated by Eric Crozier, in which the lady of the manor offers a prize for the most virtuous girl in the village; when none is found of sufficiently chaste reputation, it has to be awarded to a youth

AN AUSTRALIAN PIANIST FILLS HARRINGAY: Eileen Joyce is presented to the audience by Sir Malcolm Sargent. Ever since the beginning of the music festival at Harringay, the great arena has become something of a nightmare to the musicians playing there. But the unlucky spell was broken by a young Australian pianist, Eileen Joyce, and Sir Malcolm Sargent, who was appearing for the first time since his knighthood was announced

QUEEN MARY at a "LITTLE" THEATRE

Benjamin Britten's New Opera; "Oscars" for Actors; An Australian Pianist Fills Harringay

"OSCARS" FOR THE THEATRE: Ivor Novello presents the Ellen Terry award to Eileen Herlie and Frederick Valk. The first stage "Oscars" went to Eileen Herlie, judged the best actress of the year, for her performance in *The Eagle Has Two Heads*; to Frederick Valk, the best actor of the year, for his playing in *The Brothers Karamazov*, and to Terence Rattigan for the year's best play, *The Winslow Boy*, which was based on the Archer-Shee case. This is the first time that "Oscars" have been awarded for the theatre. The award, known as the Ellen Terry Trophy, is a 9-in.-high statuette of a Grecian nude, made of silver

THE BALLOT FOR "PROM" CONCERT TICKETS: A scene at the Albert Hall, reminiscent of the Irish Sweep. For the first time in the history of the "Proms," tickets for the first and last performances (July 19 and September 13) are being allocated by ballot. So great was the demand that it was decided by the B.B.C. that this would be the fairest method of distribution. Names of applicants were placed in the large revolving drums and thoroughly "scrambled" before being drawn

QUEEN MARY VISITS A LITTLE THEATRE: She was received by John Wyse, producer of "A Fish in the Family" at the Boltons Theatre. Queen Mary has always been a great lover of the theatre and she has done inestimable service to many a play which deserved and sometimes was not obtaining recognition. Of late she has visited some of the small theatres, which have given their first chance to some of our new dramatists. Not long ago she went to the little New Lindsey Theatre at Notting Hill Gate. Here she is seen arriving at the Boltons Theatre in Kensington, where Sir Basil Bartlett's play about a mermaid was being performed

The World of Books—By VERNON FANE

WAR and the ORDINARY ENGLISH FAMILY

J. L. Hodson's Story of a Middle-class Yorkshire Family During the Last World War

THERE is a good deal more than the conventional saga form in ENGLISH FAMILY (Gollancz. 12s. 6d.), in which Mr. J. L. Hodson has written of the war, as seen through the eyes of a Yorkshire family. It is true that each member of the family is distinct and important to the building of a story of individuals, but it is as a chronicle of events that affected us all, that this book will be read now, and quite possibly referred to again in ten or twenty years' time.

For Mr. Hodson has that gift of naturalness that can make even the humdrum significant, and that can relate the world-shattering event to the commonplace without incongruity. Mr. Hodson, in other words, is a real writer. The book is long, more than 500 very closely printed pages, but it escapes stodginess by the same margin that a good fruit-cake escapes it.

The Talbots are a respected, middle-class family living in a Yorkshire industrial city. Catherine and William are the parents of six children, and in May 1940 she faces a future that threatens to take from her side not only the three of her family who have already seen service—her Merchant Navy husband, her war correspondent son and her sergeant-pilot son—but the younger ones too.

The war takes heavy, heart-breaking toll of the family, all of whom are involved directly, but VE-Day finds Catherine and William still together, still with fortitude, and still with a comforting tenderness for one another. That may be sentiment, but it's the right kind for me, and so is the whole plan of this sober yet oddly exciting book.

THE SONG IN THE GREEN THORN-TREE (Collins. 10s. 6d.) is the second volume in what the author intends shall be a four-part biography of the poet Robert Burns, to be called in its entirety *Immortal Memory*. The first novel dealt with his childhood and young manhood; the present one with his life and loves in the few years before 1786, on which date he made his way from Ayrshire to Edinburgh, and from the obscurity of a poor farm to a world of letters and of fashion.

Mr. James Barke has the blessing of no less a person than the President of the Burns Federation (how many poets, by the way, can boast their own federations?), and it is evident even to a Sassenach that he has the reputation of his hero at heart. He makes of Burns, in this stage of his extraordinary career, a young man with a lust for life, to whom bitterly hard work on his stony acres comes the easier if a song is singing in his head; a young man who is not afraid of life, although he has never known much of its kind side, and nothing at all of its comfortable side.

As the author has him say, "Dammit, man, I feel the better of writing. I get a strength by it."

Readers born south of the Tweed may find some of the other dialogue heavy going, as "a poem withouten a guid swatch o' houghmagandie's nae worth o' gabbing," but even for us there is much of delight in this novel, and the next one, which will tell of a more vital time in Burns' life, and the publication of his first book of poetry, should be well worth waiting for.

There have been a fair number of novels about R.A.F. air crews, and some of them have been pretty good. There have been stories about ground crews and the egregious "Erk." But to find a novel that, with all its faults, is human, moving, and even dramatic, and that is set in the offices, huts and filing-rooms of the necessary R.A.F. staff, is really unusual. To use an odious wartime phrase, this sort of thing is in short supply.

I haven't, in fact, come across any book quite like young Mr. Richard Collier's novel BEAUTIFUL FRIEND (Pilot Press. 10s. 6d.), and I have read it with considerable interest. Not an airfield, but a repair depot is the rather sordid scene of the story, and its protagonists are the non-commissioned officers—ex-schoolmaster, ex-schoolboy, ex-provincial journalist, ex-bookie's tout, and so on. There are also some shadowy and irrelevant W.A.A.F.s, but the love interest is elsewhere, and mostly with the local mercenaries.

Essentially, this story is a tragedy, and that, more than any other factor of writing or construction, reminds one that the author was only nineteen when he wrote this book. Many young writers who later achieve real distinction, start their careers by writing on the most sombre of themes and later graduate to the more ordinary stuff of human relationships—ordinary, though not commonplace.

I recommend this book as a study, and I confidently look forward to whatever this author next chooses to write.

In spite of the fact that Mr. Claud W. Sykes' book is called ALIAS WILLIAM SHAKESPEARE? (Aldor. 15s.), it is not a treatise on the Baconian theory. True, this excursion into the realms of fancy and speculation is mentioned, but only to be summarily discarded. Bacon never went to Denmark, and the whole of Mr. Sykes' case hinges on the fact, or what appears to him to be a fact, that the man who wrote Shakespeare's plays also went to Denmark.

This firmly held point of view enables Mr. Sykes to discard as well the Earl of Oxford, the Earl of Derby, Sir Walter Raleigh, and other pretenders, including W. Shakespeare himself, and to plump for Roger Manners, fifth Earl of Rutland, which theory has at least the virtue of originality. As Mr. Arthur Bryant writes in his preface to this entertaining book: "Mr. Sykes' theme is argued with the persuasiveness, ingenuity and excitement of a well-knit detective story—as well as with immense knowledge and scholarship—and but for one circumstance would have completely convinced me.

"This is that nothing in Mr. Sykes' narrative—for it is more than mere argument—makes me think that the William Shakespeare commemorated in Stratford Church did not write his own plays."

And to that I can only add Amen.

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HIGH STREET, NEWMARKET: A painting by Raymond T. Cavern of the historic High Street. The building with the flag-pole is the Rutland Arms

SCREEN TO RACECOURSE, TOWCESTER: John Piper's drawing shows the entrance from Watling Street to Easton Neston Park

ST. PETER MANCROFT, NORWICH, FROM BETHEL STREET: This parish church was begun in the early fifteenth century and completed in 1455

KING'S PARADE, CAMBRIDGE: P. Tennyson Green's picture shows, on the left, St. Mary's Passage, which leads to Cambridge's Market Hill

HOUSE IN CASTLEGATE, YORK: Irene Hawkins' picture shows a house, built not later than 1770 by John Carr in his Anglo-Palladian style

The Pilgrim Trust has, since 1940, employed a number of first-rate men and women artists to record the changing face of Britain. Their work has been seen in various parts of the country, where exhibitions were arranged, and the entire collection is now housed in the Victoria and Albert Museum. This valuable work is being published in four volumes by the Oxford University Press at five guineas for the set. The general production of the volumes is so excellent that THE SPHERE devoted three pages to illustrations from the first volume in November of last year. Volume I covered the counties of London, Middlesex, Surrey, Berkshire, Buckinghamshire, Hertfordshire and Bedfordshire. Volume II, of which pictures are reproduced above, deals with Essex, Suffolk, Cambridgeshire, Huntingdonshire, Northamptonshire, Rutlandshire, Norfolk and Yorkshire. The remaining two volumes will deal, similarly, with the rest of England. The artists were chosen by a committee, consisting of the Principal of the Royal College of Art, Mr. P. H. Jowett; Sir Kenneth Clark, the late Director of the National Gallery, and Sir W. Russell Flint, R.A., President of the Royal Water-Colour Society. Mr. Arnold Palmer has written the well-informed and entertaining commentary that accompanies the pictures. The ninety-five distinguished artists who have contributed to *Recording Britain* include such well-known names as Stanley Anderson, R.A., Walter Bayes, and John Piper

ANOTHER CLAUDIA (W. H. Allen. 9s. 6d.) doesn't mean, I can assure anxious readers, a *different* Claudia, but just an extra or supplementary Claudia. This childlike heroine is still the same girl as in book, radio and screen story. Just the same, just as flibbertigibbet, just as winsome and, to my surprise, just as likeable.

Admittedly there are moments when the toe itches inside the boot for a good swift kick, but for the main part, Miss Rose Franken has been able to keep her episodic story of young-marrieds' family life perfectly and calmly readable, and well within the bounds of American possibility. Claudia has two little sons now, but is otherwise unaltered: still lives in the farmhouse within commuting distance of New York, still drives her husband's car into barn doors, and still is one-half of a very devoted couple.

I'm not at all sure that Miss Franken isn't well on the way to being the Gene Stratton Porter of the '40's, even without the freckles and the moths and the district known as the Limberlost.

In the last few days before the Germans came to Paris in June 1940, a great many tragic, pitiable, violent and even funny things happened, and some of these have duly been recorded or served as springboards for fictional flights. Mr. David Whitelaw takes this period for the start of his new story, LOVERS IN WAITING (Macdonald, 8s. 6d.)

Imagine to yourself then, my old, the cemetery of the Père Lachaise in Paris. It is dark, it is lonely, and nervous people might say that it is haunted. But the type who advances himself on the tomb of the Perneaux family is not a nervous type, and his illicit business is with pearls rather than graves. From then on, the story moves briskly along, into daylight and into England, and although the reader may sometimes wonder whether the processes of Crime or the processes of Love are really Mr. Whitelaw's theme, the plot is nevertheless neatly fashioned.

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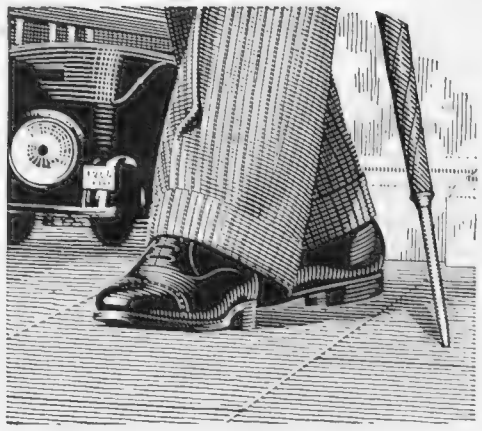

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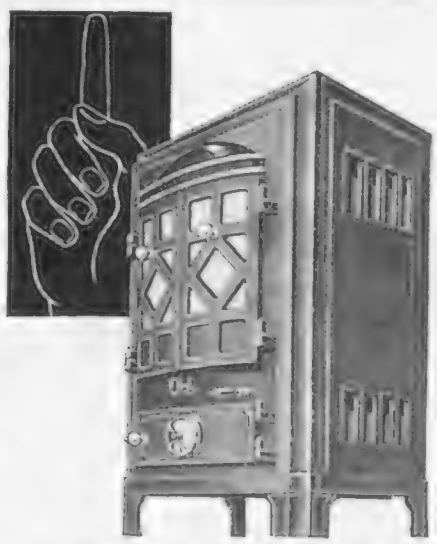

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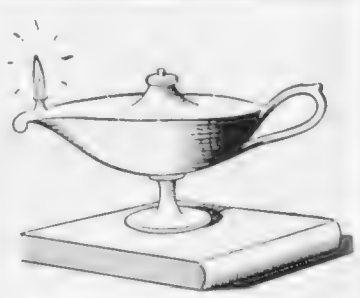

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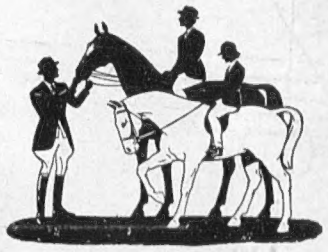

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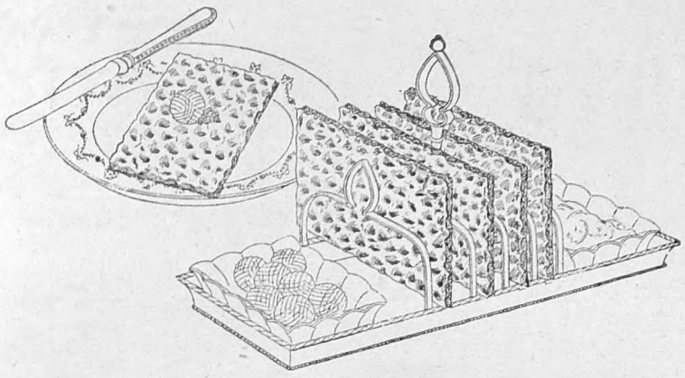

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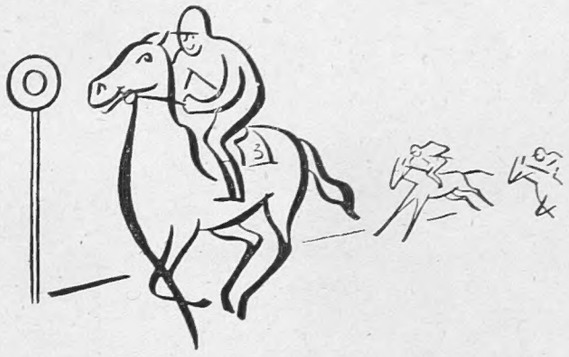

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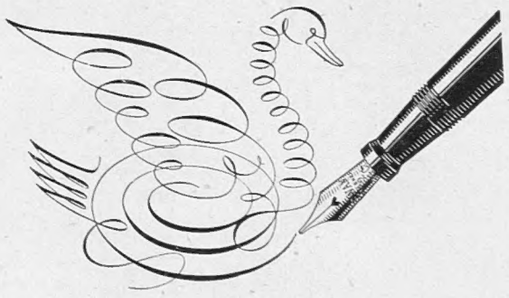

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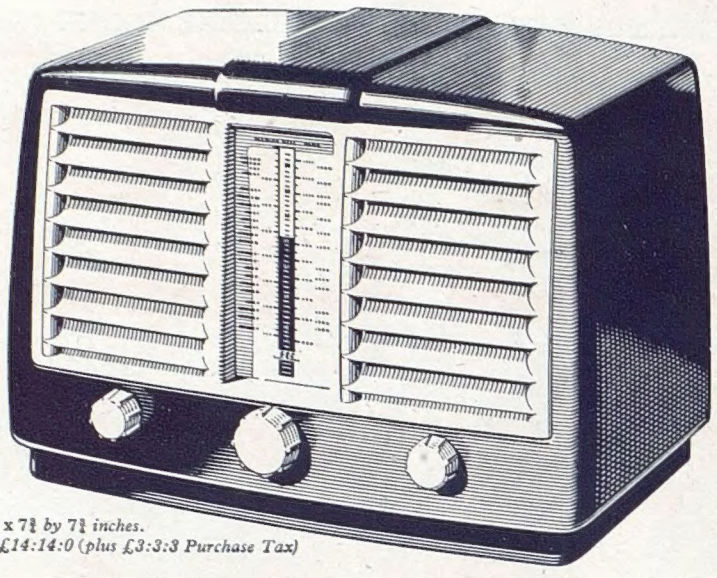

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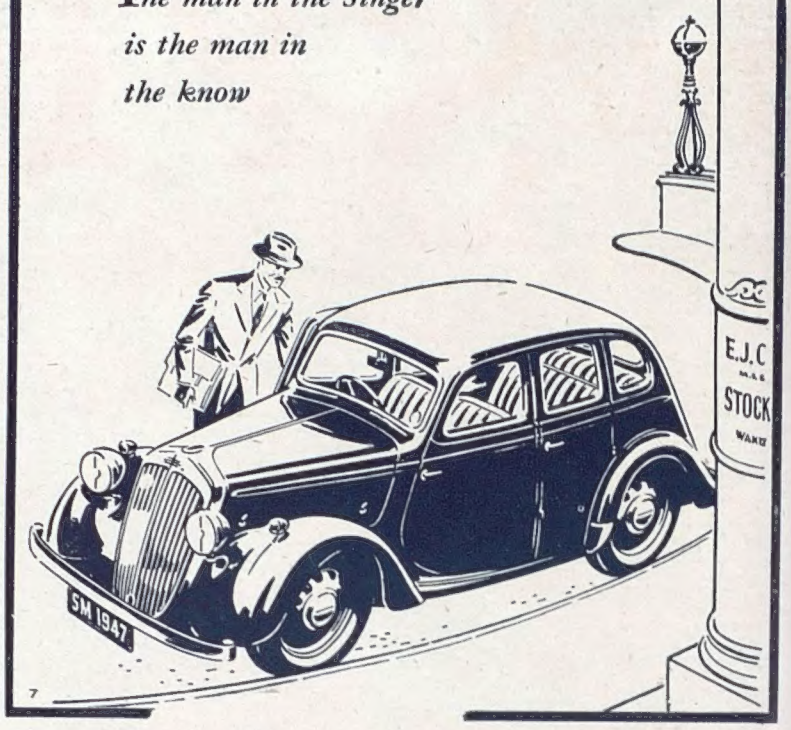

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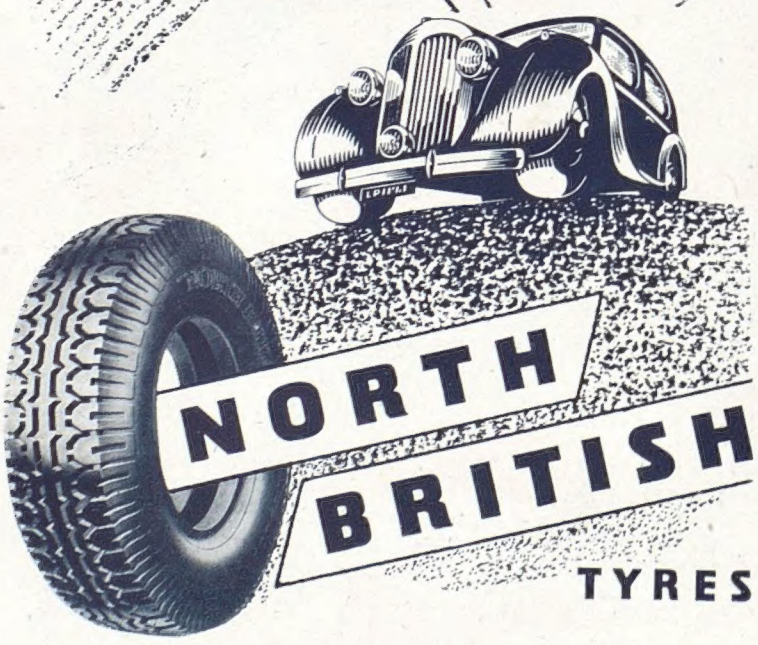

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